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THE
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HISTORICAL COLLECTIONS

VOL. XLV — 1909



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Epsom. To the Sheriff of the County of Essex greeting

Whereas at the Court erected to try & condemn all
rebels that should be found infecting the sea coast of
America & bro't into either of the counties of Suffolk Middlesex
or Essex, held at Ipswich in said county of Essex on ~~the~~ day the
eighteenth day of April in the year of our Lord 1776, by me
Timothy Pickering junr. Esq. judge of the same court, the bri-
gantine named the Nancy, commanded by one Robert Hunter,
& her appurtenances & cargo, were by me the said judge con-
demned, & decreed to be sold, & the monies thence arising to be
disposed of as herein after is directed, of which decree execu-
tion remains to be done. You are therefore hereby commanded
to sell the said brigantine and her cargo, & appurtenances, at
public vendue; and of the monies thence arising you are to pay
the charges of trial and condemnation, being seven pounds eleven
shillings and a half penny, to Jonathan Glover of Marblehead
merchant the libellant, and your own fees, and the residue
you are to deliver to John Manly and his company, the cap-
tors of said brigantine, or to their agents or attornies, for the
use and benefit of said captors and others concerned therein.
And when you shall have so done, make return of this war-
rant and of your doings therein, unto me.

Given under my hand & seal at Salem the twenty third
day of April in the year of our Lord 1776

Timothy Pickering junr

Warrant for the sale of the prize brigantine Nancy and her cargo.

Recd Beverly Aug^r 26 1776 of William
Bartlett Two hundred dollars on Ac^t of my Prize
Money John Manly

Receipt signed by Capt. John Manley.

HISTORICAL COLLECTIONS
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ESSEX INSTITUTE

VOL. XLV.

JANUARY, 1909

No. 1

THE NAVAL CAREER OF CAPTAIN JOHN
MANLEY OF MARBLEHEAD.

BY ROBERT E. PEABODY.

The story of the American War of Independence has been told many times. Its important diplomatic events and great battles are recorded in every school history of the nation and its famous statesmen and military heroes are well known. Historians have preserved in much detail the exploits of the Continental Army, but concerning the operations of the Americans upon the sea, during the Revolution, they seem to have known and certainly to have said but very little. With the exception of John Paul Jones the name of no American naval hero of the Revolution is familiar today, although it is safe to say that but for the energy and enterprise of the Continental seamen the result of the Revolution would have been far different. Without doubt the reason for this neglect on the part of historians is due to the fact that our early naval records are far from complete, and thus a certain veil of mystery shrouds our sailor heroes. Many important engagements and captures took place of which we know little or nothing, for the larger number of our fighting craft were privateers and their exploits are not to be found in the naval archives. It is this very lack of definite facts together with the romance that always surrounds tales of rich prizes, daring adventures, and crews "armed to the teeth,"

that makes the exploits of our early sea fighters such an inviting field for study.

No more typical story of the life of the Revolutionary naval men and privateers can be found than the career of John Manley of Marblehead. At the time of the Revolution and for a number of years after he was one of the most famous naval officers in the Continental service, but with the lapse of time he has gradually become forgotten and now his name no longer retains that place in history to which his achievements justly entitle him. It is therefore most interesting to study the active and eventful career of this neglected hero and to bring to light again his once famous deeds. But before beginning on the story of Manley's life, it may be well to look into the circumstances which brought him before the public eye.

Apparently it was not for some time after war had begun that the Continental Congress appreciated what a powerful weapon they possessed in the American ships and sailors. All through the spring and summer of 1775, British men-of-war were continually capturing American merchant vessels and making many depredations along the coast.* Except for an occasional spirited resistance, however, no official retaliatory measures were taken by the Americans. To be sure, there were many small brushes between Continental and British vessels in which the British were often worsted, and every now and then some venturesome Yankee skipper captured an English merchantman and quietly brought her into port. But such captures although undoubtedly known to the Continental Congress were not officially recognized by them.† At that time Congress had not resolved upon an actual separation from England and was therefore anxious to prevent as much as possible anything that might be construed as open rebellion.

During the spring and summer of 1775, Washington

*Current issues of the newspapers of the time give notice of many captures of American merchant vessels by British men-of-war. The most important of these depredations by the British was the burning of Falmouth (now Portland, Me.), in Oct., 1775.

†Such unofficial captures were very numerous during 1775. The newspapers mention a great number and many more took place which are not recorded. Often people living along the coast would put out in whaleboats and capture British merchant vessels that ventured too near the shore.

with his Continental army was besieging the British forces in Boston and by August he had made his blockade so effective that it was practically impossible for the British to obtain any supplies or provisions from the surrounding country. Owing to the rebellious state of the country, however, few provisions had been received from that source and it became necessary to procure supplies from the British colonies in Nova Scotia, the West Indies, and from England, and consequently vessels laden with every sort of stores for the army were continually passing into Boston. It is possible that Washington was not aware of the extent of this traffic, but in his army was Col. John Glover of Marblehead, who from his home could easily see the great number of vessels passing unharmed into Boston. Accordingly in August, Glover came to Washington and laid the facts before him, demonstrating in the first place that so long as the provision vessels were allowed to get into Boston, the British army would not submit, and in the second place, that the capture of these vessels would supply the Continental army with stores of which they were in great need. Washington immediately saw the force of these arguments and commissioned Glover and a certain Col. Stephen Moylan to superintend the fitting out of one or more vessels at the Continental expense to prevent this traffic. We do not find that Washington received any authority from Congress to do this but apparently he made the move as an incident in his siege of Boston and under his own authority as general of the army.

John Glover in times of peace was a fisherman and owner of several fishing vessels. Although a citizen of Marblehead, about a year before the beginning of the war he had purchased a wharf and storehouse at Beverly and had transferred there his fishing business. Taking one of his own vessels, the "Hannah," a small schooner, he proceeded to fit her out with a few guns and in other ways transform her from a peaceful fisherman into an armed vessel. By Sept. 2d, 1775, the "Hannah" was ready for sea and Washington commissioned Nicholas Broughton* of Marblehead, a captain in the Continental army, to

*American Archives, 4th series, Vol. III, p. 633.

command her with a crew made up of soldiers from Glover's "Amphibious Regiment."* His orders were "to take and seize all vessels as may be found on the high seas or elsewhere, bound to or from Boston in the service of the Ministerial Army, laden with soldiers, arms, ammunitions, or provisions, for or from said Army." Accordingly on Sept. 5th, Broughton sailed from Beverly in the "Hannah" and two days later he captured and brought into Gloucester the large unarmed ship "Unity," an American vessel which had been captured by the British.†

In the meantime, however, the British army's provision vessels were constantly passing into Boston, so on Oct. 4th Washington ordered Glover to charter more vessels and fit them out.‡ In the next few days, therefore, four schooners were chartered by Glover, from Marblehead people, in the name of the United Colonies of North America. They were chartered at the rate of one dollar a ton per month and all were small fishing schooners bearing the names of "Hancock," "Lee," "Franklin," and "Warren."§ Glover and Moylan immediately set to work to fit out these vessels, the "Hannah," "Franklin," and "Warren" at Beverly, and the "Lee" at Marblehead, and the preparations progressed as rapidly as possible under the difficulties of obtaining the necessary supplies and armament.||

In the meantime, on October 12th, Washington received a letter from Congress¶ which commissioned him to dispatch two of these vessels to the Gulf of St. Lawrence for the purpose of intercepting two unarmed British brigs bound from England for Quebec, with arms, powder, and military stores for the British army in America. "The Hancock" and the "Franklin" were selected for this service and sailed October 21st, Capt. Broughton and his

*So called because its members were largely composed of fishermen and sailors from the Essex County coast towns who were as much at home at sea as on land. It was Glover's men that ferried the Continental Army across the Delaware and across New York harbor at the time of the battle of Long Island.

†American Archives, 4th series, Vol. III, p. 668.

‡American Archives, 4th series, Vol. III, p. 948.

§Original bills of charter in possession of Beverly Historical Society.

||American Archives, 4th series, Vol. III, p. 1251.

¶Am. Archives, 4th series, Vol. III, p. 1037.

crew from the "Hannah" taking the former and Capt. John Selman of Marblehead with a detachment of Glover's regiment manning the "Franklin." The "Warren" and the "Lee," Washington reserved to cruise off Boston harbor. Capt. Waters of the New Hampshire troops was appointed captain of the former, and the command of the "Lee," on the recommendation of Glover, was given to John Manley of Marblehead.*

A more able man for the position could not have been chosen. Born in 1733, on the shores of Tor Bay near Torquay, Devonshire, England, he had followed the sea from boyhood. When a young man he had crossed the Atlantic and settled at Marblehead where, at the time of his assuming command of the "Lee," he was the captain of a merchant vessel. Of Manley's domestic life little is known. On Sept. 27, 1764 he married at Marblehead, Martha Hickman, of that town. A peculiar circumstance of his marriage was the fact that he was married under the name of John Russell. The reason for this is not known, but he and all his descendants were known at Marblehead by that surname. In public life, however, and everywhere except at Marblehead, he went by his given name of John Manley. By this marriage he had at least two sons and three daughters, all born before 1775. Manley evidently lived in Marblehead from the time he came to America until he entered the service of the United Colonies in 1775, after which he moved to Boston. A bold, fearless, and experienced seaman and an ardent patriot of the American cause, he was well fitted to become one of the fathers of the great United States Navy.

On October 17, 1775, Washington approved Manley's appointment and a few days later gave him his orders which like those first issued to Broughton empowered him to "take and seize all vessels bound to or from Boston in the service of the Ministerial Army." His crew consisted of fifty men from Col. Glover's regiment,† all of whom were still considered members of the army and received their wages from the paymaster of the army, so that they

*American Archives, 4th series, Vol. III, p. 1083.

†American Archives, 4th series, Vol. III, p. 1251.

were actually soldiers detailed for sea service. But it made very little difference whether they were officially soldiers or sailors for all of them were men brought up along the shores of Essex County and as much at home afloat as on dry land.

There has been much confusion regarding the manner in which these armed schooners were commissioned. Some historians call them naval vessels. Thomas Clark in his "Naval History" speaks of them as privateers, and Edgar S. Maclay in his "History of the Navy" calls them State cruisers. Practically all writers take one of these three opinions, but a careful study of the American Archives supplemented by the information contained in the original documents in the possession of the Beverly Historical Society shows the real status of these vessels. They were fitted out and commissioned by Washington, as General of the Continental Army, in connection with his siege of Boston, solely to intercept supplies going to the British army in Boston. They were chartered at the Continental expense, but their captains were captains in the army of the United Colonies and their crews were soldiers from the army who still received their pay from the army paymaster. The vessels were under the control of Washington as leader of the siege of Boston.

The "Lee" is said to have been a half-decked schooner of 72 tons and had been used by her owner, Thomas Grant of Marblehead, as a fishing vessel.* For that work she was rigged, like other boats of her class, with a mainsail, foresail, and jib; but when her owner occasionally sent her on a trip to the West Indies she was equipped with a big squaresail on the fore topmast, thus making her what is technically known as a topsail schooner. It was this latter rig that she carried while in the service of the United Colonies. Her armament consisted of ten swivels and four 4-pound cannon, the latter having been lent by Capt. John Derby of Salem. Twenty rounds of ammunition were supplied for each cannon and swivel.†

After many exasperating delays, especially in procuring

*Original papers in possession of the Beverly Historical Society.

†American Archives, 4th series, Vol. III, p. 1251; 5th series, Vol. III, p. 1083.

the ammunition, on October 27th Glover and Moylan were able to send to Washington the cheering news that "Capt. Manly's vessel is all ready and we now only await the collecting together his hopeful crew to send him off." The following day the crew went aboard and on Oct. 29, 1775 the armed schooner "Lee," Capt. John Manley, sailed from Marblehead with the pine tree flag flying defiantly at the main truck.*

The next we hear of the "Lee" is on November 1st, when for some reason she put into Plymouth. Here she was detained by head winds till the 6th, when she went out to sea again. In the next few days Manley fell in with his first prize, a small Continental schooner loaded with fire wood, which had been captured a few days before by the H. M. S. "Cerebus," then cruising in Massachusetts Bay. The little vessel was being sent in to Boston with a prize crew on board, consisting of the master, who was a midshipman, and a crew of two marines and four sailors from the "Cerebus." Manley had little trouble in retaking her and sent her into Marblehead.†

For over a fortnight after this event Manley cruised in Massachusetts Bay with little success, and dissatisfaction was expressed with the armed schooners. "I am in very great want of powder, lead, mortars, indeed most sorts of military stores," wrote Washington to Congress, and added, "A fortunate capture of an ordinance ship would give new life to the camp, and an immediate turn to the issue of this campaign."‡ On Nov. 26th he sent word to Capt. William Bartlett, his agent at Beverly, that an English merchant ship in convoy of a frigate had arrived at Boston about a fortnight before, but that the brig "Nancy" loaded with a very valuable cargo of military stores, which had been in company with them, had not yet arrived, and her non-appearance was causing much anxiety to the British in Boston. Manley was in Beverly at that time taking on provisions and having received this news he immediately sailed in hopes of intercepting this valuable craft. Three days later, on November 29th, while cruising about

*American Archives, 4th series, Vol. III, pp. 1208, 1251, 1126.

†American Archives, 4th series, Vol. III, pp. 1345, 1378, 1531.

‡American Archives, 4th series, Vol. III, p. 1037.

ten miles east of Cape Ann he sighted a brig. Bearing down upon her he found her to be no other than the very vessel he was awaiting, the "Nancy" of 250 tons, Robert Hunter, master, bound from Woolwich Arsenal to Boston. She was but lightly armed and struck to Manley without hesitation. Before night he had brought her to a safe anchorage in Fresh Water Cove on the west shore of Gloucester outer harbor.* The more important items† in the cargo were 2000 muskets and bayonets, 8000 fuses, 31 tons of musket shot, 3000 round shot for 12-pounders, 2 6-pounders, several barrels of powder, a 13 in. brass mortar, and a great assortment of all necessary tools and utensils for military operations.‡ Had Washington sent Congress an order for supplies he could not have made out a list of articles more completely filling his needs than did the cargo of the "Nancy." The Continental army was almost destitute of stores and this capture was of inestimable value to them. "We must be thankful" wrote Washington, "for this instance of Divine favour; for nothing surely ever came more apropos," and John Adams on hearing the news is said to have exclaimed, "We must succeed—Providence is with us."

As soon as the capture was reported to Washington he ordered out the Essex County minute men to Cape Ann to protect the stores and impressed every available team to remove them with all haste. With 450 minute men under his command Glover soon had the stores removed to places of safety and four days later, on December 3d, a long, heavily laden, flag-bedecked train of wagons carrying the cargo of the "Nancy," came rolling into the camp at Cambridge. "Such universal joy ran through the whole," writes an officer who was present, "as if each grasped victory in his hand: to crown the glorious scene there intervened one truly ludicrous, which was old Put§ mounted

*Many historians claim that this was the first time a British vessel ever struck to an American vessel of war. This was by no means the first time an English vessel ever surrendered to an American vessel, but it was undoubtedly the first prize of any consequence made by a vessel cruising in behalf of the General Government of the United Colonies.

†American Archives, 4th series, Vol. III, p. 1722.

‡The value of the "Nancy" and her cargo was £20,541, 15, 3 of which 1-3 or £6,574, 17, 5 1-2 went to Manley and his crew as prize money.—From original accounts in possession of Beverly Historical Society.

§General Putnam.

on the large mortar* which was fixed in its bed for the occasion, with a bottle of rum in his hand, standing parson to christen, while god-father Mifflin gave it the name of 'Congress.' The huzzas on the occasion I dare say were heard through all the territories of our most gracious sovereign in this Province."† It is said that the British in Boston heard this hilarity across the Charles river, but it was not till a week later that they learned its meaning. On Dec. 8, 1775, Peter Oliver jr. wrote from Boston to Ex-Gov. Thomas Hutchinson in London as follows:—"The Ordinance Brigg was taken the 1st Instant, by one of their pirates, and carried into Cape Ann. To send an Ordinance Brigg of such a value out so poorly mann'd and arm'd looks very odd. We have 8 or 10 Pirate vessells out between the Capes, and yet our Men-of-Warr are chiefly in the Harbour. Two thirds of the troop and provision vessells are out, yet we expect they will be taken, many of them."

Oliver was justified in his fears, and no one did more to help justify them than Capt. Manley. On December 3, 1775 this intrepid mariner brought into Marblehead his second important prize, the ship "Concord" of 300 tons, James Lowrie, master, from Glasgow for Boston with a cargo of dry goods and coal to the value of £3606 19s 6d sterling.‡

In less than a week he added two more prizes to his list in a single day. On December 9th while cruising in the bay he fell in with the ship "Jenny," Capt. William Foster, seven weeks out from London, bound for Boston. She was armed with only two-double fortified six pounders and six blunderbusses and carried a crew of but eighteen men,§ so that Manley had little difficulty in taking her.

*The existence of this glorious trophy was destined to be short, for a contemporary tells us "Our people spelt the Congress the third time that they fired it." Washington also mentions the fact that while bombarding Boston to cover his taking Dorchester Heights "through the ignorance of our artillery men (they) burst five mortars, the Congress one of them." Washington to Reed, May 7, 1776.

†Life and Correspondence of Joseph Reed, p. 133.

‡An example of how strictly the Continentals adhered to the fact that they were only waging war on the British ministers and not on the British people may be taken from the case of the "Concord." By her manifest it was found that her cargo was consigned to a private person in Boston and as such Washington dared not confiscate her. It was not until it was found that this person was in the service of the Ministerial Army that he seized the cargo.

§Essex Gazette, Dec. 14, 1775.

She proved to be a valuable prize, being a vessel of 300 tons with a cargo of coal and a variety of provisions of which the chief items were "about 100 butts of porter, cheese, and forty live hogs, thirty more having died on the passage." Hardly had Manley made this capture when a brig flying the British flag was sighted bearing down on him. A current issue of the *Essex Gazette* tells us rather humorously how this vessel was captured. The brig "wanting a pilot, and seeing the ship and the privateer together, supposed the latter could help her to one; she accordingly made for them. She soon came up, when Capt. Manley readily afforded her a pilot, and conducted her together with the ship, very safely into Beverly harbour." The brig was the "Little Hannah" of 150 tons, Robert Adams, master, bound from Antigua to Boston, with a cargo of "about 130 puncheons of rum, 100 cases of gin, some cocoa, sugar, and a cask of oranges to please the delicate appetite of my Lord Howe." She was later sold for \$25,000, and together with the "Jenny" made a very profitable day's work for Manley and his crew.

Eight days elapsed before we have record of another capture by the "Lee." On Dec. 17th, Manley took and sent into Beverly the sloop "Betsey," 60 tons, A. Atkinson, master, fourteen days out from Virginia for Boston, with a cargo of Indian corn, potatoes, and oats for the British army. The vessel had been dispatched by Lord Dunmore, then Royal Governor in Virginia and had as passengers a member of the Virginia Provincial Congress and two other persons of note in Virginia who were being sent to Boston by Dunmore to be tried for their lives, and also a Tory colonel who having fared badly in Virginia was coming to Boston to try and obtain a commission from Lord Howe. On board the prize were several papers and letters which laid open all sorts of schemes of Lord Dunmore against the Provincials and which were of great value to Washington.

As far as the records show this was the last capture made by Manley in 1775 and terminated a long list of valuable prizes made in less than two months. Manley, too, had risen from an obscure mariner to one of the country's

first and most important naval heroes. An enthusiastic citizen of Beverly wrote after Manley had brought in the Virginia sloop, that "as many towns contend for the honour of his birth as they did for that of Homer's." However true this may be, Washington was quick to appreciate Manley's ability as a naval commander and, on January 1st, 1776, when there was a reorganization of the armed schooners, he appointed him commodore of the fleet.* Manley relinquished command of the "Lee" to Capt. Waters and hoisted his pennant on the schooner "Hancock," a vessel of almost exactly the same size as the "Lee," but a faster sailer. Manley had as officers on the "Hancock," Richard Stiles, 1st Lieutenant and Nicholas Ogilby, 2d Lieutenant. The other vessels of his fleet were the schooners "Lee," Capt. Daniel Waters; "Franklin," Capt. Samuel Tucker; "Harrison," Capt. Charles Dyer; "Lynch," Capt. John Ayres; and "Warren," Capt. William Burke. These vessels were now placed under the authority of the newly formed Marine Committee of Congress although they still remained under the command of Washington, during the siege of Boston. Their terms having expired on Dec. 31st, many of the soldier crews returned to the army. New crews were obtained from the men of the seacoast towns, and all wages were paid by the Marine Committee. Thus the armed schooners became the embryo of the great United States Navy.

These six little schooners cruised around between Cape Ann and Cape Cod capturing whatever British vessels they fell in with. On Jan. 25, 1776, while cruising in the Bay, off the mouth of Boston harbor, Manley, in the "Hancock," sighted the ship "Happy Return," of 130 tons, Capt. Hall, from Whitehaven for Boston with coal and potatoes. He gave chase and succeeded in capturing her just before she got into harbor, while in full sight of the British fleet lying in Nantasket Roads.† Putting a prize crew on board the "Happy Return," Manley started to take her into Plymouth, but when off Cohasset Rocks he sighted a brig bound in to Boston. He immediately

*American Archives, 4th series, Vol. IV, p. 90.

†American Archives, 4th series, Vol. IV., p. 863.

bore down towards her and she quickly struck her colors. She proved to be the "Norfolk," Capt. Grindall, of 120 tons, and like the "Happy Return," bound from Whitehaven to Boston with a cargo of coal and some potatoes. Another prize crew was put on the "Norfolk," and Manley was about to continue to Plymouth with his two prizes* when he sighted a British armed "schooner of eight carriage guns, with many swivels and full of men," coming rapidly towards him. She was from Halifax for Boston and had in convoy two little provision vessels. Ordering his two prizes to make the best of their way to Plymouth, Manley hove to and waited for his assailant. As soon as she came up a brisk engagement took place. Manley was at a great disadvantage owing to the fact that having put a large crew on both of his prizes he had only sixteen of his men left on the "Hancock." Strange to say, his prisoners and especially the captains, assisted him considerable and as Manley says, "did as much as they dared do in such circumstances." The result was that after a short engagement the British vessel was glad to sheer off and continue into Boston with her two little charges, while Manley, seeing that the English frigates were preparing to come out and seize him, continued on after his prizes to Plymouth. He arrived there safely on the ensuing evening, without further adventure and was able to report no worse loss than one gunner wounded and the rigging damaged. On his arrival he said that the whole fleet would have been captured "had it not been for the cowardice of one of the Continental armed vessels who was very near them, but dared not engage, and who made the best of his way off."

A few days later Manley received the following letter from Washington of which he might justly feel proud :

"Sir: I received your agreeable letter of the 26th instant, giving an account of your having taken and carried into Plymouth two of the enemy's transports. Your conduct in engaging the eight gun schooner with so few hands as you went out with, your attention in securing

*These two vessels were of a fleet of eight which sailed from Whitehaven, England, for Boston, and all but one were captured before arriving at their destination. (*Essex Gazette*, March 28, 1776.)

your prizes, and your general good behaviour since you first engaged in the service, merits mine and your country's thanks.

"You may be assured that every attention will be paid to any reasonable request of yours, and that you shall have the command of a stronger vessel of war; but, as it will take up some time before such a one can be fitted out, my desire is, that you continue in the Hancock until the end of the cruise. When that is out you will come to Headquarters, and we will confer together on the subject of the other ship."

In closing, Washington writes: "I wish you could inspire the Captains of the other armed schooners under your command with some of your activity and industry. Cannot you appoint such stations for them, where they may have the best chance of intercepting supplies going to the enemy? They dare not disobey your orders, as it is mentioned in the instructions I have given them, that they are to be under your command as Commodore; and, as such, I desire that you will give them such Instructions in writing, as to you will appear proper for the good of the service.

"I am, sir, wishing you a continuance of success, yours, &c.,

GEORGE WASHINGTON."*

Having been detained in Plymouth by the ice for several days Manley put to sea again early on the morning of January 30th. Apparently Washington's wishes for his success were not a good omen, for hardly had he cleared the Gurnet when he saw a large British frigate bearing down upon him. Knowing it would be useless to engage a vessel of such superior force Manley started to flee up the coast, but finding that the larger vessel was rapidly gaining on him, he headed directly for the shore and ran the "Hancock" deliberately aground on the beach a little south of the North River, in Scituate. The larger vessel soon came up and proved to be the frigate "Falcon," Capt. Linzee, the same that had gone ashore on Eastern

*Spark's Letters of Washington.

Point, while chasing Manley about two months before. She had been sent out especially to take Manley, and, approaching as near as the depth of water would permit, dropped anchor and began to pour a most disastrous fire upon the "Hancock." One ball entered the stern and just missed hitting Manley by six inches. In the midst of this bombardment Manley and his crew left their vessel and waded ashore, but the British did not abandon their fusilade until they had fired nearly four hundred times. Owing to extremely poor marksmanship not one of Manley's people were injured, the only damage being to the rigging of the "Hancock," and on the next day one hundred and thirty cannon balls were found on the adjacent shore. Having used up all their ammunition or else being aware of the uselessness of their fire, the British now changed their tactics. Launching their boats they started to row in and board the "Hancock" with the intention of setting her on fire. By this time, however, Manley and his crew had been joined by the militia of the neighborhood, and formed such an imposing array as they stood on the shore with their muskets bearing on the "Hancock" that the British quickly abandoned their project and, returning to their vessel, weighed anchor and sailed back to Boston.* Manley succeeded in floating the "Hancock" the following day and on Feb. 1st, was refitting and nearly ready for sea again.

Records of Manley's doings after this become scarce. All through February we may think of him as still cruising in the bay, but with little success, for few vessels attempted a winter passage across the North Atlantic in those days. On March 4th, 1776, however, he sent into Portsmouth a ship of 240 tons, from England for Boston, with various supplies for the British army,† and the following week on March 10th with Captains Waters, Tucker and Ayres, he took another provision ship. She was a vessel of 300 tons, 17 weeks out from London for Boston, and, being well armed, did not strike till after a brisk engagement in which the "Hancock" was considerably

*American Archives, 4th series, Vol. IV, p. 9. 10.

†Essex Gazette, Mar. 14, 1776.

damaged and lost her bowsprit. A prize crew started with the ship for Gloucester, but night coming on, and it being very dark, she had the misfortune to run upon the rocks about three miles from the harbor's mouth. She became bilged and most of her cargo was lost.*

On March 17, 1776, the British evacuated Boston, but it was a fortnight or more before the last British vessel had left the harbor. These days must have been active ones for Manley and his little fleet, for Washington had given orders that the armed schooners should lie in wait for the British vessels as they left the harbor and try to capture what small craft and unarmed transports they could, at the same time avoiding the men-of-war and frigates. The transports, however, must have been well guarded, for we have record of only one falling into Manley's hands. This was the brig "Elizabeth," which was loaded with a miscellaneous cargo of goods that had been taken at the time of the evacuation from the stores and houses of many citizens of Boston by a certain Tory named Crean Brush.† The "Elizabeth" had sailed from Boston on the evening of March 29th for Halifax under convoy of the British ship-of-war "Niger." Becoming separated from her convoy the brig had the misfortune on April 2nd to meet the "Hancock," Manley bore rapidly down upon her and greeted her with a broadside. The "Elizabeth" responded with a fusillade of muskets, but on seeing the armed schooners "Lee" and "Lynch" approaching, she surrendered and was taken into Portsmouth.

This was apparently Manley's last capture in the schooner "Hancock," for shortly after the first of April the command of that vessel was assumed by Capt. Samuel Tucker‡ and Manley's name disappears in connection with the armed schooners. Although we have no record of Manley's movements we may be led to suppose that his term of service on the armed schooner having expired on March 31st, he proceeded to Headquarters in compliance with Washington's letter quoted above to confer on the

*American Archives, 4th series, Vol. v. p. 196.

†For a complete report of Crean Brush's actions at the time of the Evacuation of Boston, see the Journals of Congress for Oct. 14, 1776.

‡Life of Samuel Tucker by J. H. Sheppard, p. 61.

subject of a larger ship, for on April 17, 1776, Congress appointed John Manley to command the Continental 32 gun frigate "Hancock," building at Newburyport, which was one of the thirteen frigates authorized by Congress on December 13, 1775. It is safe to presume, therefore, that on receiving his commission Manley proceeded to Newburyport and was undoubtedly there all summer superintending the construction of his fine new ship. On October 23d, we find the Marine Committee of Congress sending Manley his sailing orders.* It is evident that his ship was far from ready to go to sea, for on November 9th Manley wrote to the Massachusetts General Court that he feared it would be of damage to the "Hancock" to leave her at Newburyport all winter. He asked permission to bring her around to Boston, and, in order to make her passage secure, asked to have some of the guns of the Continental frigate "Boston" sent him at Newburyport as the "Hancock's" own armament had not been procured.† This petition was allowed, the guns were sent down and put on board the "Hancock," and on December 13th she arrived in Boston.

What the "Hancock's" movements were during the next few months is not known, but a letter from Manley to his landlady shows that he was still in Boston on January 16, 1777. In fact it is doubtful if Manley ever fulfilled his sailing orders of October 23d, for on April 11, 1777 the Massachusetts State Council authorized a warrant of "£2,056, 9, 0, for the purchase of 22 12-lb. Cannon for the Continental Ship Hancock," and a few days later £400 more to Capt. Manley "to enable him to put his vessel to sea," which seems to show that the "Hancock" must have laid in Boston harbor all winter awaiting her armament. On April 24th, however, having received news that a British frigate was in the neighborhood and capturing American vessels, the Massachusetts General Court resolved that the "Hancock" and the "Boston" should put to sea in pursuit of her. Accordingly, shortly after the first of May, the frigates "Hancock," 32 guns, Capt. Man-

*American Archives, 5th series, Vol. II, p. 1200.

†Mass. Archives, Vol. 211, pp. 73-74.

ley, and the "Boston," 24 guns, Capt. McNeil, finally got under way. Apparently the two vessels failed to sight the British frigate in the neighborhood and started out on a cruise. Early on the morning of the fourth day after leaving Boston, Manley sighted a strange sail which soon turned out to be a British frigate of about the same size as the "Hancock." The two vessels being on opposite tacks rapidly approached one another and on passing were near enough to exchange broadsides. The British vessel, however, did not wait to continue the action but crowded on all sail to escape. Manley immediately put his ship about and started in pursuit, and the "Hancock" being a very fast sailer rapidly gained on her antagonist. As soon as she was in range the Britisher commenced firing again, but Manley withheld his fire until close aboard, when a brisk engagement began which lasted an hour and a half. At the end of this time the "Boston," which had been out of gunshot, began to draw near and the Englishman seeing with what a superior force he would have to contend, prudently struck his colors. Manley lost eight men in this engagement. On the prize, which proved to be the "Fox," of twenty-eight guns, thirty-two men were killed. A prize crew was transferred to the "Fox" and the three vessels proceeded on their cruise.*

Towards the end of May, in Lat. 39°, they took a brig bound from London for New York, loaded with cordage and duck, which they sent into Boston† and on the same day they fell in with three large transports in convoy of a 64 gun ship but did not engage with them. Manley now turned his course northwards and on June 1st appeared off the mouth of Halifax harbor. This rather imprudent move brought out three British frigates, the "Rainbow," 44 guns, under Sir George Collier, the "Flora" 32 guns, and the "Victor" 18 guns. The Americans immediately scattered, and the "Boston" having a good start easily escaped.‡ The "Flora," however, quickly

*Cooper's Naval History.

†Independent Chronicle, June 19, 1777.

‡On arriving home, Capt. McNeil of the "Boston" was greatly censured for thus abandoning Manley at this critical moment. Public anger ran high; he was court marshalled, and dismissed from the navy.

caught up with the "Fox" and after a short and brisk engagement, took her. In the meantime the "Rainbow" and the "Victor" gave chase after the "Hancock." The wind was very light, and Manley endeavoured to lighten his vessel by pumping out the water from his tanks and bilge. But instead of helping her sailing, this process only put her out of trim and the enemy began rapidly to over-haul her. Seeing that he could not escape Manley now tried to bring his ship around so as to board the "Rainbow," but the wind was so light that before he could carry out this manœuvre, the "Rainbow" was upon him and the "Victor" had him in a raking position. He accordingly struck his colors* and was carried into Halifax where he was imprisoned.

Exactly how long Manley was imprisoned at Halifax we do not know, but on Dec. 14, 1778 the ship "Cumberland" of 290 tons and twenty guns, owned by Stephen Bruce and others of Boston, was commissioned as a privateer with John Manley in command.† Sailing from Boston early in January, 1779, Manley proceeded to the West Indies in search of prizes, but hardly had he reached the Caribbean when he fell in with the British frigate "Pomona," which being a very superior force easily took the "Cumberland" and carried her into Barbadoes. Captain Manley and his officers were imprisoned at Barbadoes and not allowed any of the usual indulgences.‡ It is said, however, that the British frigate "Fox," the same vessel which Manley had captured two years before, was in port at the time and the officers came in a body to the prison and paid him their civilities. After being confined for about a month, Manley and his officers by bribing the jailer effected their escape. Seizing a Bermudian sloop which was in the harbor, they made their way to Martinique, from whence they obtained passage home, arriving in Boston on April 9, 1779.

For about two months Manley remained on shore, but early in June he received a new command.§ Mungo

*After being captured, the "Hancock" became the British frigate "Iris" and later, on Aug. 9, 1781, captured the Continental frigate "Trumbull."

†Mass. Archives, Vol. 169, p. 367.

‡Independent Chronicle, Apr. 15, 1779.

§Massachusetts Archives, Vol. 170, p. 148.

Mackey and others of Boston having fitted out a privateer ship called the "Jason"* of 200 tons, mounting eighteen 6 pounders, were looking for some one to command their vessel. Manley, being unemployed, was selected as captain, which shows that his great naval ability was still respected, in spite of the fact that he had already lost two valuable ships. On June 2d, he received his commission as commander of the "Jason," having under him a crew of one hundred and twenty men with Nathaniel Thayer as 1st lieutenant and John Frost as 2d lieutenant. On June 19th, the "Jason" sailed from Boston, proceeding first to Portsmouth where she took on 2d lieutenant Frost and the remainder of the crew.† Leaving the latter port early on the morning of the 22d she stood out to sea on her cruise. When well clear of the land the lookout reported two sails directly ahead. Capt. Manley and Lieut. Thayer immediately ascended to the foretop and soon pronounced the vessels to be a frigate and a brig, but were unable to determine whether they were friend or foe. Waiting therefore until they got a little nearer, the "Jason" was put about, and the moment this was done the vessels gave chase, proving beyond a doubt that they were British. All sail was now crowded on the "Jason" to get back safe into Portsmouth, but the enemy gained so rapidly that when off the Isles of Shoals they were only two gunshots astern. In the meantime a heavy thunder squall had been making in the west and at this critical moment suddenly struck the "Jason." Joshua Davis one of the crew thus describes this incident: "When the squall struck us it hove us all aback—when we clued down. In ten seconds, the wind shifted on our starboard beam, and shivered our sails. In a few seconds more the wind shifted on the starboard quarter, and struck us with such force, that hove us on our beam ends, and carried away our three masts and bowsprit. She immediately righted and the squall went over."‡ The two British

*The "Jason" was formerly an English ship and had been captured by three American men-of-war on April 20, 1779.— *Cooper's Naval History*. Vol. I, p. 189.

†MS. Journal of Wm. Russell, Manley's clerk on the "Jason," in the Essex Institute.

‡Narrative of Joshua Davis, Boston, 1811, p. 4.

vessels in the meantime had all they wanted to look out for themselves and drifting rapidly out to sea were not seen again. Manley accordingly set his men to clearing away the wreckage, and putting up jury masts and sails stood in between the Isles of Shoals and Portsmouth and came to anchor.

During the squall one of the crew was knocked overboard and drowned, and this, together with the fact that Manley had already lost two ships under his command, led the crew to think none too highly of their captain and to look on him as a "Jonah," or bringer of ill luck. They accordingly mutinied and refused to do any work towards re-rigging the ship unless she was taken into port which would give them a chance to desert. The manner in which Manley handled the situation is graphically described by Joshua Davis.

"The captain asked Mr. Thayer why the people were not at work; and was told they wished to get into the harbour first. The captain answered, 'I'll harbour them,' and stepped up to the sentry at the cabin door, took his cutlass out of his hand and ran forward and said, 'boatswain, why do you not go to work?' He began to tell him the impropriety of getting the masts in where the ship then was; when Capt. Manley struck him with the cutlass on the cheek, with such force that his teeth were to be seen from the upper part of his jaw to the lower part of his chin. He next spoke to John Graves, and interrogated, and was answered in a similar manner, when the Captain struck him with the cutlass on the head, which cut him so bad that he was obliged to be sent to the hospital with the boatswain. The Captain then called the other to come down and go to work. Michael Wall came down to him; the Captain made a stroke at him which missed, and while the Captain was lifting up the cutlass to strike him again, Wall gave him a push against the stump of the foremast and ran aft. The captain made after him. Wall ran to the main hatchway and jumped down between the decks and hurt himself very much. The captain then, with severe threats, ordered the people to go to work. They went to work and stepped the masts, got the top-

masts on end, lower yards athwart, the topsail yards on the caps, topgallant masts on end, sails bent, running rigging rove, boats on booms, etc., and all done in thirty-six hours."

Having completed his repairs Manley continued on his cruise without putting into port, and a week or so later appeared off Sandy Hook where he stood back and forth awaiting a prize. On July 23, 1779, about three in the afternoon two brigs were sighted, which as they approached were seen to be English. Joshua Davis thus describes the engagement:

"Our captain ordered every man to his quarters. The enemy hove upon the wind with his larboard tacks on board, run up his courses, hoisted his colours, and gave us a broadside. Our captain ordered the sailing master to get the best bower anchor out, so that the bill of it should take into the fore shrouds of the enemy. It was quickly done. The captain ordered the helm hard a port, which brought us along side. The anchor caught their fore rigging. Our captain then said, 'fire away, my boys.' We then gave them a broadside which tore her off side very much, and killed and wounded some of them. The rest all ran below, except their captain who stood on the deck like a man amazed. Our captain ordered Lieut. Frost to go out on the driver boom and get on board of her, and send the captain on board of us, and keep the prisoners below. It was done; and as soon as the captain came on board of us, our men on board of her cut away all her fore rigging and pushed her ahead, to clear our anchor. When we got disentangled we bore away for the other privateer, that began to run from us. We gave her a few shot from our bow chasers, and she hove too. Our captain told them to take their boat and come on board. They answered 'our boat won't swim.' Our captain said, 'then sink in her; you shall come on board or I will fire into you.' Then they out boat and came on board."

The two prizes were the privateers "Hazard" of eighteen guns from Liverpool and the "Adventurer" of the same number of guns from Glasgow. A large number of the men on the "Hazard" were killed or wounded,

but on the "Jason" the only loss was one man who was struck on the head by a shot and died a few days later. With a prize crew on both of the brigs, Manley started back to Boston, and two days later anchored off Hull. Here the "Jason" remained for several days taking on stores which were brought down from Boston, for Manley did not dare to take his vessel up to the city lest his crew should desert.

On July 30th, having heard that a large fleet of home-ward-bound English merchant vessels had just left New York, Manley set sail again in search of them. A few days later while sailing in a very thick fog in the neighborhood of Nantucket Shoals he fell in with a British merchant vessel which reported herself as being bound from Liverpool for New York. He was just about to open fire on her to bring her to, when another vessel was seen looming up through the fog, and then another, and another. Not wishing to be surrounded by a large fleet Manley bore away, but he had not been sailing an hour before the fog lifted and revealed no less than forty good sized merchantmen in convoy of a heavily armed frigate. On sighting the "Jason," the frigate tacked and setting every possible sail made the best of her way to escape. Manley immediately put about after her and was gaining very rapidly when it was noticed that the Englishman had out drags which greatly retarded her progress with the evident desire of bringing the "Jason" within range. Seeing through the ruse Manley tacked, upon which the enemy did the same and, casting away her drags, rapidly overhauled the "Jason." As she drew near, Manley saw that she was of very superior force and that he would be an easy prey to her, when suddenly the fog shut down again and by quickly changing his course he shook off his pursuer.

After this narrow escape Manley continued his cruise by easy stages as far east as the Banks of Newfoundland. On September 8th, he captured an English brig from Bristol, England, for Barbadoes, which he sent back to Boston in charge of a prize crew.* Her cargo consisted of flour,

*Independent Chronicle, Sept. 23, 1779.

beef, and butter, besides a consignment of hats and two bags of Spanish dollars. After this nothing else of note happened until September 30th. Early on the morning of that day a sail was sighted which rapidly approached the "Jason." As she drew near it became apparent that she was a British frigate of considerable strength and Manley accordingly made all sail to get away. The stranger, however, kept gaining slowly and, after chasing all day, about eleven o'clock in the evening she came up with the "Jason." Once more to quote from Davis' account:

"On hailing her we found her to be the Surprise Frigate. They hailed us, 'what ship is that?' We answered the 'Dean.' They ordered us to 'heave too, or they would fire into us.' We replied, 'fire away, and be d——d, we have got as many guns as you.' They then gave us a broadside—Our captain would not let us fire until they got abreast of us. They gave us another broadside, which cut away some of our running rigging, and drove some of our men from the tops. We gave them a broadside which silenced two of her bow guns. The next we gave her, cut away her maintopsail, and drove her maintop-men out of it. Both sides continued the fire until one o'clock. Our studding sails and booms, our sails, rigging, yards, &c. were so cut away that they were useless. Lanterns were hung at the ship's side, between the guns, on nails; but they soon fell on deck, at the shaking of the guns; which made it so dark that the men could not see to load the guns. They broke the fore hatches open, and ran below. Our captain sent the sailing master forward to see why the bow guns did not keep the fire up; but he never returned. The captain then sent the master's mate on the same errand and he never returned. It was therefore thought needless to stand it any longer, and the captain took the trumpet and called out for quarters."

It was one o'clock when Manley surrendered, the fight having lasted "2 glasses and some minutes." The British vessel was far stronger than the "Jason," having 28 guns and 230 men against the "Jason's" 18 guns and 120 men, yet on the "Surprise" fifteen men had been killed

and thirty wounded, while on the "Jason" the loss was only five men killed and a few wounded. A prize crew was now put on the "Jason" and the two vessels started for St. John's, Newfoundland, where they arrived ten days later.* Manley and his crew were then placed on the guardship "Proteus," at St. John's, where they remained until the first of November. They were then ordered to the Mill Prison in England, and sailing from St. John's on November 1st, arrived in England early in December to begin their long confinement.

For a little over two years Manley remained in Mill Prison, although it is recorded that he made three attempts to escape. On one of these attempts he and eleven others got as far as a neighboring town but were caught and brought back and confined in the "Black Hole" for some time as a punishment. At last, early in January, 1782, Manley and several other American prisoners were exchanged. Making their way to France they obtained passage at Dunkirk on a French letter-of-marque bound for America. Twenty-nine days later they landed at Philadelphia and on April 1, 1782, Manley was back again in Boston.†

For the next few months little is known of Manley, but we may easily imagine that he must have had difficulty in obtaining a new command, having already lost three of his ships. During the summer, however, he offered his services to the government again and joined the navy in his previous rank as captain, for in the *Independent Chronicle* for Sept. 26, 1782 appears the following notice:—

"On Monday 11th inst John Manly, Esq. Captain in the American navy was appointed to the command of the Continental frigate *Hague*, (late the *Deane*) in this harbour, agreeable to an order from the Hon. Robert Morris, Esq.; principal agent of marine, investing said command in the senior officer resident in the department. Capt. Manley, at 2 P. M. of the same day, repaired on board, attended by his principal officers, and was welcomed with united acclamations. 13 guns were fired in honour of the appoint-

*MS. Journal of William Russell.

†Salem Gazette, Apr. 4, 1782.

ment—the ship beautifully decorated with colors — and every possible demonstration of joy expressed a general satisfaction."

Manley then assembled all hands on the quarter deck and addressing his crew as "My good lads and jolly seamen," thanked them for their kind reception and promised to do all in his power to make their relations the pleasantest during the coming voyage. Shortly after taking command Manley got his ship under way and sailed for an extended cruise in the West Indies. Of this, Manley's last voyage during the war, we know very little. When thirteen days out he took a ship of 20 guns with a valuable cargo of provisions for the British army in New York.* Later, during December, he made four more captures including a brig loaded with rum, sugar and coffee† and a light ship‡ bound from St. Lucia to St. Martin, both of which he sent back to Boston. On December 26th the "Hague" is reported as sailing from Martinique on a cruise. About the middle of January, while still cruising in the West Indies, the "Hague" was chased by a British fifty-gun ship and after keeping out of reach of his pursuer for thirty-six hours Manley unfortunately ran ashore on a sand bar near Guadeloupe. The fifty-gun ship on coming up was joined by three other British ships of the line, one of them a 74, and all four vessels anchoring with springs on their cables within gunshot of the "Hague," opened a tremendous fire. For two whole days the American vessel withstood and returned this cannonading. On the third, however, Manley succeeded in floating his ship and according to Clark, our early naval historian, "hoisting continental colors at the main-top-gallant-mast, she fired thirteen guns as a farewell defiance," and escaped, eventually arriving safely in Boston.§

Under the date of January 26, 1783, Manley writes from Guadeloupe to friends in Boston concerning this episode: — "I have been drove on shore, after a thirty-six hours chase, by a 50-gun ship, and lay at the mercy of

*Maclay's History of American Privateers, p. 204.

†Independent Chronicle, Jan. 30, 1783.

‡Probably the ship "Ballier" of 340 tons, Wm. Paxton, master, which was advertised for sale in Boston, on Mar. 25, 1783. *Independent Chronicle*, Mar. 25, 1783.

§Clark's Naval History, Vol. 1, page 168.

her incessant fire for two days ; who with the assistance of a 74 (and two other sail of the line to back her) were not very sparing of a heavy and brisk cannonade. However, without a man killed and only one slightly wounded, and my damages repaired, in hull, masts, &c., &c., it is with pleasure I look to the prospect of getting out to-morrow, for Martinquo, Port-Royal, for heaving down.

“ Enclosed is a copy of a letter from his Excellency, the Governor, to me, which I request you to publish, as it may satisfy those who wish to entertain doubts, that my conduct has met the approbation of our Allies, as far as they had an opportunity of judging ; and besides, the count appears to possess that friendship for America, which it ever gives me pleasure to find in the bosoms of distinguished foreigners.

“ I am, gentlemen, your very humble servant,

JOHN MANLEY.”*

The following is the letter from the French governor to Manley and shows the high esteem in which he was held by our allies in the West Indies :

“ Basseterre, 1st January, 1783.

“ I had the honour, Sir, to receive your’s, dated 13th instant, and it was with the greatest pleasure I heard of your good conduct, courage and bravery, that you showed, in defending a frigate trusted to your care. You have perfectly fulfilled the duty of a brave officer ; and it is with the utmost satisfaction that I pay this tribute to your valour. The second Commandant of the Colony, the one of Port Louis, and all the officers who sent you assistance, have entered into his Majesty’s intention, who wills, that his allies receive from his subjects their assistance and protection. In consequence, Sir, they have my approbation to continue their assistance as long as you may be in want. I have wrote to M. the Marquis de Bouillé, upon a request which was made by your desire, for eight or ten cannon, English nines. This Commandant General

*Salem Gazette, Feb. 27, 1783.

will let me know, and shall have the honour to communicate to you.

“Perhaps you may not find in the Colony all what is necessary to heave down your frigate ; that you will certainly get at Martinico ; and you will find in all French places, a friendship for your nation, and a true esteem for the brave ; and, Sir, you have already given proof that you are worthy the title. I should be very happy that circumstances would procure me the pleasure of your acquaintance. If I can be of any further service, I shall do it with pleasure. I have the honour to be, &c., &c.

(Signed) DAMAS.

“Claud Charles, Viscount de Damas, Marshal de Camp of the King’s Armies, Governor, Lieutenant General for his Majesty of the Island of Guadeloupe, Marigalante, its Dependencies, &c., &c.”*

With this action off Guadeloupe, the story of Manley’s naval career comes to an end. We know, to be sure, that he paid off the crew of the “Hague” at Boston in May, 1783† and that he remained in the naval service up to his death on Feb. 12, 1793, but beyond that we know nothing. Perhaps it is fortunate that we are thus left in ignorance, for what could more fitting than to part from this old sea fighter as he fires thirteen guns in farewell defiance of the British ships and sails away into history with the stars and stripes flying at the main-topgallant masthead.

*Mass. Muster and Pay Rolls, Vol. 52, p. 103 K.

†Salem Gazette, Feb. 27, 1783.

RECORDS OF THE VICE-ADMIRALTY COURT AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE REVOLUTION AND THE WAR OF 1812.

The records of the Vice-Admiralty Court at Halifax, Nova Scotia, covering the period of the American Revolution, are now preserved in the Provincial Building at Halifax, in the custody of the Provincial Secretary. The registers for the years 1776-1783 are in three folio volumes and preserve only the essential facts. The original files of documents relating to each case have disappeared. Some years ago a considerable mass of manuscripts was found stored at the Navy Yard in Halifax, and after burning a portion and selling considerable for junk, the remainder was sent to the Admiralty Office in London. Possibly some of these Vice-Admiralty Court papers may have found their way to London in this manner.

The Vice-Admiralty Court records for the period of the War of 1812 are now stored in the County Court House at Halifax. The register of cases is in the Prothonotary's Office and the files of original papers are contained in some dozen or more boxes stored in a damp basement. The papers in each file are numbered to correspond with the number of the case in the register of the court, and in the abstracts here printed these case numbers are included so that it may be possible to secure additional information upon application to the office of the Prothonotary. These files in many instances contain a considerable number of papers in addition to the documents of the Court. The ship's papers, if not already destroyed at the time of capture, will be found, consisting of the commission — in the case of a privateer — the ship's register or license, the crew list, bill of health, various bills of lading, and sometimes owner's instructions with business correspondence.

In the following pages the records covering the period of the Revolution are printed in a condensed form, alphabetically arranged by the name of the vessel captured, and precede the records of the War of 1812. The first case brought before the Court was under date of April 15, 1776. Previous to that time prizes taken along the New England coast had been condemned at a Vice-Admiralty Court sitting in Boston. Three typical cases recorded in the register of the Court are here reprinted verbatim to illustrate the form of entry.

GEORGE FRANCIS DOW.

CAUSE.

Philamon Pownall Esq., Commander of His Majesty's Ship of War the Apollo, and Pere Williams, Commander of His Majesty's Ship Venus, vs. the Schooner True Blue.

"6 feby { Libel filed and Entered and order made thereon
1778 { as on file. Registeres Office 9th feby 1778.

" William Belcher 2 Lieutenant on board the Schooner call'd the True Bell being duly sworn on the Holy Evangelists of Almighty God deposeth that said schooner was fitted out from Boston, New England, that being on a cruise, they fell in with the Venus & Appollo Men of War on the 27 January last, being then South side George's Banks that the said ships took the Schooner and sent her into this port where she now is, that she mounts 10 Carriage Guns and 12 Swivels and had on board 45 men including officers, 4 Carriage Guns they threw overboard when Chased by the aforesaid Ships.

WILLIAM BELCHER.

"Thomas Anthony, Midshipman on Board the Venus being duly sworn Confirms the above as to the taking of the Schooner and bringing her into this Port.

THOMAS ANTHONY.

“ Sworn before me

CHARLES MORRIS, Jun^r Regs^r

“ Wednesday { Court opened by making Proclamation as
25 febr^y '78 } usual. Libel order & return thereon
read, the Evidence taken before the register, also read,
Judge then ordered Proclamation to be made for all
Persons claiming property in the Schoonor True Blue
& her appurtenances to appear & assert their Claims
and defend their rights to the same, none appeared. De-
cree pronounced as on file whereby the Schooner True Blue
& her appurtenances were condemned as Lawful Prize
to the captors thereof. Court adjourned without day.”

CAUSE.

“ Thomas Fitzherbert Esq^{re}., Commander of His Majes-
ty's Ship of War the Reasonable, vs. the Schooner Wil-
liam & Cargo.

“ 27th Febr^y. { Register's Office, March 2d, 1778.
1778 { Thomas Chambers midshipman on Board
His Majesty's Ship Reasonable, being duly sworn depo-
seth, that being on a Cruise to the Eastward of St. George's
Banks, on or about the 19 day of February last they fell
in with a Schooner & took her, & found she was from
Cape Anne Bound to Bilboa Loaded with Rice & tobac-
co, that the Master's name was Osburn Serjeant, & the
Schooner was call'd the William, that the Deponent was
put on Board as Prize Master, & he brought said
Schooner into this Harbour.

THOMAS CHAMBERS.

Sworn before

Wm. Morris D. Rr.

“ March 19. Court opened by Making Proclamation as
usual. Proclamation made for all Claimors to appear &
Assert their claims, none appeared. The Libel order &
return thereon read, the evidence taken before the regis-

ter also read, the Advocate Gen^l. then moved for a Decree, which was pronounced as on file, whereby the said Schooner & Cargo was condemned as Lawfull Prize to the Captors.

“ Court adjourned without Day.”

“ April 15th, 1776. Sundry Goods seized on Board the Schooner *Tarter*.

“ April 19th, 1776. “ Wyndham Bryer being duly Sworne deposeth that he was on Board the Lively a Midshipman, that in February last near Cape Ann in New England Captain Bishop Seiz’d the Schooner *Tarter*, and carried her into Boston. That they found on board about two Hogsheads, one Tierce and thirteen Barrels Sugar, nine Hogshead and one Barrel of Coffee and Six Hogsheads of Cocoa Nutts, all which are now in the Harbour of Halifax, is not positively certain as to the exact number of Casks.”

“ Having maturely considered the allegations against sundry Goods and Merchandise seized and taken by Thomas Bishop Esq^r, Commander of his Majestys Ship of War the Lively and libelled in this Court by William Nesbitt Esq., his Majestys Advocate General in the said Court for and on behalf as well of said Majesty as of the said Thomas Bishop wherein the said Advocate alleges that contrary to an Act of Parliament made & pass’d in the sixteenth year of his present Majestys reign one Benjamin Warren master of a certain schooner called the *Tarter* was carrying on a Trade with and endeavouring to enter the Harbour of some one of the Colonies now in open Rebellion, and that the said Schooner *Tarter* and some part of her cargo had been condemned in the Court Vice Admiralty at Boston in New England, but that some part of said cargo to wit two hogsheads, one tierce and thirteen barrels of sugar, nine hogsheads and one barrel of coffee and six hogsheads of Cocoa Nutts were not condemn’d, but are now brought into this Harbour of Halifax and are within the jurisdiction of this Court and it appearing to us by Papers produc’d and other Evidence sworn and examined in open Court that the said Benjamin Warren the Master of said Schooner was carrying on a Trade

and Commerce with the Colonies now in open Rebellion Contrary to the Actt of Parliament before mentioned & all persons claiming property in the said two Hogsheads one Tierce & thirteen Barrels of Sugar nine Hogsheads & one Barrel of Coffee & Six Hogsheads of Cocoa part of y^e Cargo of y^e said Schooner *Tarter* having been duly notified to appear & assert their claims but no person appearing so to do tho thrice called upon & all matters for a fair & impartial tryal of the Premises haveing been fully attended to we adjudge and decree the said two Hogsheads one Tierce & thirteen Barrels of Sugar nine Hogsheads and one Barrel of Coffee & Six Hogsheads of Cocoa Nutts to be lawfull Prize to y^e Captors thereof & do condemn the same as such accordingly and do order the same to be deliver'd to y^e Agent or Agents for the said Thomas Bishop his Officers and Crew to be divided in such Proportions & after such Manner as his Majesty by his Royal Proclamation or Proclamations hereafter to be Issued for that purpose shall think fit to order & direct. Given under our hand & the seal of y^e said Court this 4th day of May Anno Domini 1776 & in the 16 year of his Majestys reign.

RICH. BULKELEY
Jud. Adm^{tis} "

ABIGAL, schr., Josiah Thatcher, master, South Carolina to some port in Massachusetts Bay, cargo: rice, pitch, tar, indigo, deer skins, etc., captured April 5th, 1778, near George's Banks, by H. M. S. Scarborough.

ACTIVE, brigantine, a recapture. Taken by H. M. S. Amazon off the coast of Nova Scotia about July 19th, 1777, from the Rebels, who had taken her on her passage from Quebec to England, and were proceeding to Boston. " Enoch Taylor being duly Sworne Deposeth, that he belonged to the Schooner *Speedwell*, a Privateer fitted out from Boston, New England, commanded by one Jonathan Greley, mounting 8 four pounders, 8 swivels, & had thirteen hands Men and Boys on Board, that on or about

the 20th June last being on a Cruize in said Privateer, they fell in with a Brig called the *Active*, being then to the Eastward of the Grand Banks of Newfoundland & in the Latitude 48° which Brig they took and found she had been at Quebec last fall with Provisions, & was when taken Bound to Liverpool in England one — Clark master of her, that she had 8 four pounders 8 swivels, a chest of small arms, 10 barrels of Powder, the best part of a Suit of Sails, which he the Deponant understood was for the Brig, some Balls, Cartridges, Pistols & Cutlasses, all which they put on Board the Privateer, that they also took out the Master, Mate and all the hands, except three lads, that one Thomas Smith was put on Board Prize Master, who had orders from the Captain of the Privateer to proceed to Boston with said Brig or any other Port in New England he could get into, that on or about the 20th July Inst. being off Cape Sables, they fell in with a ship called the *Amazon* Commanded by Capt. Jacobs who retook the said Brig & brought her into this Port, and the Deponant further Deposeth that he understood said Brig was a hired vessel, that he does not know what became of the Papers, but supposes the Captain of the Privateer took them." The *Active* was sold to pay captors one-eighth, sundry expenses, and leaving for the owners £186. 18. 8½.

ACTIVE, schr., about 85 tons, two sets of papers found on board, by one the vessel was cleared out from Canso, in N. S., and the other from Salem. The captors were informed that she belonged to Salem. Captured Oct. 4th, 1782, in Boston Bay, by the Sloop of War *Savage*.

ADVENTURE, schr., cargo of — Libel September 11th, 1782, by armed brigantine *Meriam*.

ADVENTURE, snow, a recapture. "Anthony Roiz being duly sworne deposeth that he shipp'd himself on Board the snow *Adventure*, Thomas Brown master at New York 9th May last Bound for Newfoundland, Loaded with Salt, Genena, Chocolate, Coffee, Tar, Turpentine, & sundry other articles, that he was taken near St. John's Harbour, Newfoundland, by a Yanky Privateer, that he was on Board-

said Privateer 32 days, that on or about the 7th July last, they were retaken by the Resolution privateer, Thomas Ross Commander, and brought into this port, that Captain Brown (he believes) was part owner." An eighth of the salt was decreed to the recaptors and the vessel and other goods forfeited to his Majesty. The rebel privateer's crew were carrying the prize to Salem.

ADVENTURER, brigantine, bound for the West Indies loaded with lumber, captured near Frenchman's Bay, N. E., about Dec. 6th, 1778, by H. M. S. Rainbow's tender, True Blue.

AJAX, brigantine, Thomas Workman, master, a recapture. Depositions referred to "as on file." The only information to be gathered from the record is that the *Ajax* was recaptured previous to Oct. 17th, 1778, the date of libel.

ALBION, brigantine, John Birket, master, a recapture. June 20th, 1781, "James Butlar, masters mate of His Majesty's Ship of War the Charlestown being duly sworn deposeeth that being on a cruize on the 18th of June Inst. they fell in with a Brig on the Coast of Nova Scotia, which they took, that she was then when retaken in the Possession of the Rebels, that she is loaded with Rum, Sugar and Puminto as the Deponant was Informed, & was originally Bound from Jamaica to England when taken by the Americans, that she is now brought safe into this Port by the Charlestown, & that the papers now produced by the agent for the Captors marked No. 1 a 12 are the papers found on Board the said Brigantine, without fraud, subduction, or Embezzlement, & that they are all the papers found & Received from on board the said Brigantine, except some letters directed to Persons in England which have not been opened."

AMAZONE, brig, in ballast from Cyan to New York, captured off Sandy Hook April 18th or 19th, 1776, by a tender belonging to H. M. S. Phenix.

AMSTERDAM, brig, James McGee, master, Masdrant in Sweden to Boston, cargo: dry goods, captured Oct. 19th, 1791, off Cape Ann, by H. M. S. Amphytrite.

ANN, brigantine, a recapture, Charles Webster, master. June 18th, 1781. "Francis Harrison, mate of the Brigantine Ann of London being duly sworn deposeth that he shipped on Board the said brig at London for New York that afterwards on their voyage from New York to Lisbon they were chased by a Rebel privateer about four Glasses when they came up with the Brig & took her on about the 8th June Inst, off of Block Island near Rhode Island, that she was called the Neptune, one Smith Commander belonging to Boston mounting, Sixteen Six pounders, and sixty men, that after Exchanging Hands they were proceeding with the Brig for Boston that on or about the 10th June Inst., near the Nantucket Shoals they fell in with His Majesty's ship the America Thomson Commander who retook them and sent them into this Port under the convoy of His Majesty's ship of War the Royal Oak, that the master of the Brig, Charles Webster, was kept on Board the Privateer, & that the said Master had all the Papers belonging to the Brig in his Chest with him on Board said Privateer."

ANN, schr., a recapture. Nov. 6th, 1781. "Charles Milford, Midshipman on board His Majesty's Ship Assurance, being duly sworn deposeth that they were in Lat. 41°, 10," Long. 62° when they fell in with a Schooner which they chased about 8 hours and took her, and found she was from Cork bound to New York, called the Ann, and on her passage had been taken by a Rebel Privateer, called the Thorn & was when taken by the Assurance in the Possession of the Rebels, that the Deponant was put on board as Prize Master, & was making the best of his way for the Port of Halifax, when on the 22d October he fell in with His Majesty's Ship Charlestown who ordered the Deponant to keep company with her, being off Jed-dore to the Eastward of Halifax the wind being to the Westward, they endeavour'd to work up, but the Schooner being a bad sailor fell to Leeward, the Charlestown being

at some distance we saw a sail coming out of Jeddore, who chased the Schooner, Charlestown discovering that bore away, but before the Charlestown could come up the Privateer was alongside & took the Deponent, the Privateer being apprehensive of the Charlestown coming up with her, kept ahead of the schooner *Ann*, & ordered the Deponent to steer after her. As soon as the Deponent thought he was out of Shot of the Privateer, he brought too and waited for the Charlestown. When she came up she hoisted out her cutter, & Sent her on board, & immediately made sail after the Privateer, which they took, and the next morning joined the schooner *Ann*, & order'd the Deponent to stand to the Westward, & make all the sail he possibly could, the next day they made Cape L Have, being short of water, they proposed going in, which they were prevented from doing by a gale of wind which came on and drove them to the westward, as far as Port Mutton, then they endeavour'd to get in, hoisted the Union Jack and fired a gun, as a signal of Distress, no relief coming they hoisted out their boat and one of the Rebel Prisoners and the Deponent rowed into the Harbour, just as they entered the Harbour a Privateer bore down upon them and took them on board, & went out to the schooner which they boarded, and took out all the Rebel Prisoners that were on board and plundered the vessel of Sundry articles, that on seeing two sail to the Leward & one to Windward, they quitted the schooner and left the Deponent with three men and a boy in possession of her, that one of the sail to Leward gave chase to the Deponent, and being but weakly mann'd & in want of water the deponent bore down to her, that she fired two guns at the schooner *Ann* and hoisted American colors after they were alongside the schooner about a quarter of an hour the Brig hoisted English Colors, sent a boat on board the schooner with three men and a Prize Master, that he understood she was called the Sir Andrew and Hamond Peter Henderkin commander, and went in chase of the sail to Windward, which they took, and then took the Deponent, & one of his Men out of the schooner *Ann*, and sent her into this Port." The salvage was divided between Assurance and the Sir Andrew Hamond.

ARGUS, ship, a recapture. " Thomas Robinson Mariner on Board the Ship *Argus* being duly Sworne Deposeth that on or about the 12th day of July last, on their passage from Barbados to Quebec they fell in with a Privateer Sloop called the Trumbull, commanded by one Henry Billings & Mounting 12 Carriage Guns & about 70 men, that after they Boarded the Ship *Argus* they exchanged Hands put a Prize Master on Board, & then Shaped their Course for Boston, that about 19 Days afterwards they were Chased by a Man of War who retook the Ship *Argus* being then to the northward of Cape Anne off of Piscataqua River, which Man of War they found to be the Amazon Commanded by Maximilian Jacobs, who took Possession of said Ship & sent her into this Port of Halifax where she now is."

Francis Sandford, of the Trumbull, who was brought to Halifax on the brig Betsey, also made a deposition in this case.

ATLANTA, sloop of war, a recapture. July 21st, 1781, "Hezekiah Welsh second Lieutenant on Board the Alliance being duly sworn Deposeth that being on a Cruize in said ship on or about the 30th May last in Lat. 42° Long, 60° they fell in with His Majesty's Sloop of War the Atalanta, which they took after engaging her 3 Hours and a Half, that the Captain of the Alliance, ordered the Dep^t to take possession of the Atalanta and proceed with her to Boston, New England, that on their passage thither the 7th June last, being near Cape Cod, they fell in with His Majesty's ships of War the Assurance, Charlestown, Amphyrite and Vulture, which retook the said sloop Atalanta, put a British officer & Seamen on board her & sent her safe into this Port of Halifax."

" Francis Downing being duly sworn Deposeth, that he belonged to the Sloop of War the Atalanta and was Servant to the Doctor of her, that being on a cruize from St. John's in Newfoundland on or about the 28th day of May last they fell in with an American Frigate called the Alliance, which they engaged 7 Glasses & a half that the Alliance being greatly superior in Force to the Atalanta

having Forty Guns, sixes, nines & twelves, the *Atalanta* after losing Twenty-four men killed & wounded was obliged to strike, that after the Alliance had shifted Hands with the *Atalanta*, she ordered the *Atalanta* for Boston in New England & shaped her Course for Philadelphia, that three days after parting company with the Alliance, the *Atalanta* fell in with the *Assurance*, *Charlestown*, *Amphytrite* & *Vulture*, which ships retook the *Atalanta*, & sent her into this port."

The prisoners taken by the Alliance were put on a brigantine taken at Newfoundland, and sent into Halifax.

BALTIMORE, sloop, William Clesby, master, loaded with one hogshead molasses and about 100 lbs. coffee, with no register or other papers, except a few letters got out of a passenger's chest, bound from the East Passage near Cape Sable to a place called Narrow Guerres near Mechias, captured about forty leagues westward of Seal Islands, Aug. 13th, 1776, by the armed sloop Gage.

BELL, brig, recaptured from the rebels Aug. 4th, 1780, off Halifax light house, by William Gill, the owner, and some hands and passengers on the brig, and brought into Halifax Harbour.

BELL or BILL AND MARY, ship, John Burrows, master, owned in Philadelphia by one Mitchell, bound to France, cargo: tobacco; captured April 20th, 1777, off the Capes of Virginia by H. M. S. *Phenix*, and sent into New York. George Scott, mariner on the ship *Bell* and *Mary*, made deposition. Letter signed by Robert Morris, or as in next paragraph, Thomas Morris, dated at Philadelphia, April 1st, 1777, read in Court. Reference made to packet directed to Dr. Francklin at Paris, France.

BELLONA, schr., Guadelope to Newbury, cargo: rum, coffee and molasses, captured March 7th, 1778, between Cape Sable and George's Banks, by H. M. S. *Rainbow's* tender, the schooner *Arbuthnot*.

BETSEY, brig, a recapture. Aug. 6th, 1777. "Henry

Trotman, Gentleman, being duly Sworne, Deposeth that on or about the 12th day of July last, about 5 o'clock A. M., in Latitude $42^{\circ} 26''$ Long. $50^{\circ} 30''$ or thereabouts, The Brig *Betsey* Bayley Warren Master, Owned in Barbados, and Liverpool, Loaded with Rum & Sugar, part the Deponants property the other part consigned to him Bound to Quebec, was Chased, Fired at, & taken, by a Privateer Sloop of 12 guns, & about 70 men, called the Trumbull, Henry Billings Master of New London, all the Crew of the Brig except two men was taken out of the Brig directly, consisting of Six Whites, one Black & the Captain; and a Prize Master and Seven Men was put on Board the Brig, out of the Privateer, The Deponants Son, said two men & himself remained on Board. The next day in the afternoon Capt. Billings came on Board the Brig with Capt. Warren, & spent some Hours on Board, when said Billings was willing & gave Consent for Capt. Warren to Tarry and remain on Board the Brig, with those that were already left, but the Prize Master & his people rejected & would not consent to it, when Captain Billings ordered several things to be taken out of the Brig, such as a small Cask of Spirit a Bar, Sugar, Limes, Cordage &c & after Consenting to Exchange one of the men that was left on Board for one that was taken out the Evening before Capt. Billings & Capt. Warren left the Brig, Wishing us all well and safe in Boston, The Deponants Son and himself remained Prisoners, & the two men did their Duty as Seamen on Board under the Command of Caleb Trapp the Prize Master, who did all he could to get to Boston New England until the 21st of the same month about 9 oClock in the evening, when the two men that was left on Board, & the Deponant and Son (having previously agreed to it) Surprized the Watch on Deck, Confined them retook the Vessel, then called up the other Watch & Confined them, except one man who offered to Ship in the Deponants Service, they then got the Vessel about, the Prize Master being below asleep knew nothing of it until about 2 oClock next morning when he wanted to come upon Deck but could not the compa. being Shut, as soon as the Vessel was about the

Deponant had the men unbound, & they went to Sleep in the Boat, the next Day he shipp'd another of their Crew, set the Prisoners some Bounds, & suffered them on Deck occasionally, & proceeded directly for Halifax, Nova Scotia, where he arrived on the 2d Day of this present Month August, after a Disagreeable time from Bad Weather, & further saith not."

"Francis Sandford a Seaman on Board the Privateer called the Trumbull, being duly Sworne Deposeth that the said Sloop was fitted out at New London, Commanded by one Henry Billings, & mounting Twelve Carriage Guns, Twelve Swivels, & Seventy five men, that being on a Cruize to the Eastward of the Banks of New London, on or about the 12 Day of July last, they fell in with the Brigantine *Betsey*, Bayley Warren Master, which Brig they fired at and took, and took out the Master and all the Seamen, except two and two Passengers M^r Trotman & Son & put on Board the Brig out of the Privateer a Prize Master Mate & Six hands, & then shaped their Course for Boston New England, that 7 or 8 Days afterwards on their said Passage to Boston, about 9 oClock in the evening M^r Trotman and Son and the two Seamen belonging to the Brig rose upon them and retook the said Brig from them & then shaped their Course for Halifax."

BETSEY, brigantine, Edward Davis, master, Boston to Amsterdam, cargo: mahogany and logwood, captured Aug. 2d, 1781, off Nova Scotia by the Letter of Marque Schooner *Betsey*. Edward Davis of the brigantine *Betsey*, made deposition.

BETSEY, brigantine, George Knowles master, a recapture. "George Knowles, master of the Brigantine *Betsey* being duly Sworn Deposeth that he sailed from St. Johns in East Florida the 18th July last loaded with pitch & Tar, Bound to Jamaica that they fell in with two Rebel Letter of Marque Brigs, who chased the Deponent from 4 in the morning till 2 in the afternoon of the 27th July, when they came up with the Brig *Betsey* & took & manned her with four seamen, & two Prize Masters, & took out 4 of the

Brig's Hands, leaving only the Deponant, 2^d mate & a negro man & then made for Salem, that on the 8th of August Inst. they fell in with the Warwick & Garland off of Nantucket Island, who retook the said Brig, & sent her into this port, that they (the Rebels) took out a Spy Glass, an English Jack and nothing else to the Deponant's knowledge."

BETSEY, schr., Henry White, master, "was going into some one Port or place in some one of his Majestys Colonies now in open Rebellion, to trade," captured previous to April 27th 1776, by H. M. Armed Brig the Hope.

BETSEY, schr., Ross, master, Cape Porpois to the West Indies, cargo: lumber, captured December 5th, 1777, in Boston Bay, by H. M. S. Milford.

BETSEY, ship, a recapture. "William Dowdall late seaman on board the ship *Betsey* Thomas Jarrold late Master Bound from the Isle of White to this Port of Halifax being duly sworne Deposeeth that on or about the 2 Day of November Instant they fell in with & was taken about 40 Leagues to the Eastward of the Grand Bank of Newfoundland, by a Brigantine called the Washington* Commanded by one Elias Smith mounting Twelve Carriage Guns, and a number of Swivels, that when they were taken, the Rebels put about Eleven Hands out of the Privateer on Board the Ship *Betsey*, and took the Master, Thos. Jarrold, & five Hands out & then shaped their course for Cape Anne. That Sunday morning the 17th Inst. the ship *Betsey* fell in with Capt. Dawson Commander of his Majesty's Brig the Hope, who retook the Ship *Betsey* & brought her into this Port of Halifax."

BETSEY, sloop, captured August 13th, 1777, at Machias River, with no one on board and no papers to be found, by H. M. S. Rainbow and Mermaid. The *Betsey* was a square stern sloop, and had on board about 5,000 feet of boards.

BETSEY, sloop, Edward Millikin, master, Piscataqua to

*Brigt. Washington, Capt. Elias Smith, was owned in Beverly.

Cape Porpoise, cargo: apples, cider, corn, sheep and other stores, captured October 23d, 1780, on the coast of New England, by the armed schooner David, and carried into the harbour of Fort George. The prisoners were sent to Boston in a cartel, 4 in number.

BETSEY AND RISQUE, shallops, a recapture. July 27th, 1779, "Nehemiah Adams late belonging to the Privateer called the Hibernia out of Newbury being duly sworn on the Holy Evangelists of Almighty God, Deposeth that being on a Cruize, & falling in near a Point called Point Dugall or Du gal on the Coast of Newfoundland they fell in with a large new Shallop, & three or four people on Board who informed the Deponant the Shallop was loaded with Provisions taken out of a ship cast away on the Bank of said Point, & that the ship was called the John and Thomas, the Shallop's name he does not know that when they took Possession of her the People on Board her left her, & the Deponant was put on Board as Prize Master, & that he was proceeding with her for Newbury or any Port on the Coast of New England he could get into, that about 10 days ago being off of Cape Negro about 2 Leagues they fell in with the Howe Captain Fawson, & the Snake, Captain Young who took them & brought them into this Port."

"Thomas Bedford late Seaman belonging to the Privateer called the Bodwine out of Salem being duly sworn Deposeth that they were at a Place called St. Lawrence in Newfoundland, that they found there an old Shallop which they took Possession of no People being on Board her that she was loaded with about 120 Quintals of Codfish, that the Deponant was put on Board her as Prize Master & that he was proceeding with her for Salem or any Port on the Coast of New England he could get into when on or about the 8th of July inst. near Cape Negro they fell in with a Brig & a Sloop commanded as he found afterwards by one Fawson & one Young that they took Possession of the Shallop & brought her into this Harbour that he does not know the name of the Shallop, or who the owners were, & further saith not."

BERRY, schr., libel filed December 7th, 1782, on behalf of the schooner Buckram and brig Howe.

BLAZE CASTLE, armed sloop, of Providence, 18 six pounders, 4 howitzers, "besides swivels," about 150 men, returning from a cruize, bound to Dartmouth, captured June 11th, 1778, on George's Banks, by H. M. S. Unicorn. The *Blaze Castle* was claimed by John Butler, Esq., and ordered to be delivered to him, with merchandise on board taken from the brig Maria, upon his paying the 8th and giving security to restore the same to the lawful owners, and the stores, guns and provisions were condemned as lawful prize. Some depositions are referred to "as on file," which probably proved the ship to rightly belong to a British subject.

BRAYTON, brigantine, John Harrison, master, a recapture. "Lancelot Thomson being duly sworn deposeth, that he belonged to the Brigantine Brayton, John Harrison master, that he was an apprentice to said master, that they sailed from Cork in said Brig last Spring bound to Quebec, that they sailed in company with the fleet Bound there, that after they had been at sea six weeks, they parted in a gale of wind, that about 3 days after they parted with the Fleet they fell in with a ship, which proved to be a privateer called the Grand Turk, belonging to Salem, New England, that the ship chased them about two hours, when they came up with the Brig & took her, the ship having 26 nine pounders & a copper bottom, that after they had taken out & shifted Hands & put a Prize Master on Board they were ordered by the Commander of the Ship for Salem, to which place they were steering as this Deponant was informed, when about 5 days after they fell in with His Majesty's ship the Assurance, who Retook them, that before the Assurance came up with the Brig the Americans all made their escape being 8 in number, that the Brig is loaded with Salt, & about 30 Tirces of Pork, that the Privateer's people took out everything they could come at in the Cabin, viz^t., bread, butter, flour, the Mate's quadrant, & sundry other articles, that they also took 2 studding sails, a foresail & 3 boat sails, & every coil of rope they could find on board the Brig, & 4 bundles of canvas, 15 fathoms of the Sheet

cable, the greater part of a Box of Tobacco, and sundry other stores, that the Brig is now in this Harbour, that the Master, Mate, three men & two boys were taken on board the privateer."

"John Lamb, Midshipman on Board the Assurance, being duly sworn Deposeth, that when they were coming out of Spanish River in the Island of Cape Breton, they discovered a Brig a little to the Eastward & northward which they gave chase to for about 4 Hours, when they came up with and took her, on or about the 19th Augt. Inst. that before the Assurance's boat could get a Board her they hoisted out the Prize's Longboat, & being in with the Shore they made their escape all except 4 Boys who all belonged to the Brig, & who informed the Deponant that the people who had made their escape were all Americans, that this Deponant was put in charge of said Brig as Prize Master, & that she is now in this Harbour."

BRITANIA, sloop, John Gray, master, cargo : wood, "found trading or on a pretended voyage to one of the said Rebellious Colonies without any Papers on Board," captured previous to April 27th, 1776, by H. M. S. Milford.

BRITANIA, sloop, loaded with wood, bound for Boston captured off Cape Ann about July 16th, 1776, by H. M. S. Milford.

BROTHERS, brigantine, a recapture. "Joseph Malls being duly sworne deposeth, that he belonged to the Privateer Brig called the Speedwell mounting 10 Carriage Guns, 46 Men, Commanded by Captain Cane, that the said Brig belonged to Boston, that being on a Cruize in said Brig they fell in with a Brigantine called the *Brothers*, and took her being then in the Latitude of New York, and about three Degrees from New York, that they found the said Brig was from Madeira, Bound to New York, that they had got near to Casco Bay with the Brig *Brothers*, when they fell in with the Blond Frigate last Saturday in the morning, that the Blond took them and brought said Brig *Brothers* into this Port, that the Rebels had the Said Brig in their

Possession 15 Days, that the Rebel Prize Master Tied all the Papers of the Brig to the Tin Poker & threw them over Board."

"Jeremiah Stevens Boatswain of the Brigantine *Brothers* being duly sworn deposeth that he shipped on Board said Brig at New York in June last by Capt. Daniel Bruce, the master for a voyage to Madeira, that they went to Madeira & there loaded with Wines & Boxes of Citron & some Cordage, that some time in the latter end of November last on their return to New York in the Latitude about 37° & Long. 73 they fell in with a Brig Privateer called the *Speedwell*, mounting 10 Carriage Guns, 40 men from Boston, that the Privateers People Boarded & took possession of the Brig *Brothers*, took out the Master, Mate & all the Hands, except the Deponant, another man and a Boy, that they also took all the Papers, & then mann'd the Brig *Brothers* with a Prize Master & a Crew from the Privateer & gave them orders to steer for Boston, & that they were proceeding with said Brig for Boston, that on or about the 13th December Inst. being then as they imagined off of Cape Anne they fell in with a man of war, who chased them the best part of a day and a night till they got near Casco Bay, where they were retaken by said man of war & sent into this Port, That while she was in the Rebels Possession, they took out 3 Kegs of Cordial belonging to the Captain, a Cask of Lemons and two Casks of Onions, several Boxes of Citron, drank out one Pipe of Wine, & Broached several others & wasted it about the Cabin, that they took away a coil of 2 Inch Cordage, & cut some others to use aboard the Brig *Brothers*, that when the Man of War's boat was coming on Board they Pulled the spikes out of the Wine on Broach, & let it out about the Cabin, that there was also one or two down the Hold on Broach but does not know how much was out, that he understood from the Captain of the Brig *Brothers* that the Cargo was consigned to Colo^l Sherriff & one M^r. Vandam of New York. That the Rebels used several Boxes of Citron & 3 Casks of onions, while the Brig was in their Possession."

CABOT, privateer, brigantine. "Thomas Stone master of his Majesty's ship of War the *Milford* commanded by Andrew Barkley, Esq., being duly sworn Deposeth, that on Sunday the 23 March about 5 o'clock in the Evening, Cape Anne then bearing West about 5 Leagues distant they fell in with a Privateer Brigantine called the *Cabot*, who was in company with two others which they took to be Privateers also, that they gave chase to all three till Monday afternoon, the *Cabot* being Nearest & the others far to Windward they gave chase to the *Cabot* only till Tuesday evening, when the said Brig *Cabot* run ashore near Jaboque, & there the crew of the Brig Quitted her immediately, and took all the small arms with them that the Milfords people took possession of her, & that by papers found on Board they understood the Brig belonged to the Continental Congress."

CARBONEER, brig, a recapture. "Charles Hornsby (Prize Master on Board the Cutter *Revenge* Augustus Cunningham Commander, an American Privateer fitted out by the Congress, mounting 14 Guns, & navigated with 120 men) being duly sworn Deposeth, that being on a Cruize in Lat. 37 N. Long 7° 35 W. on or about the 17th of April last they fell in with a Brig & took her & found she was from Trapoli in the Island of Sicilly Bound to Carboneer in Newfoundland loaded with Salt, the Capt. name was Phabian Street, the Brig was called the *Carboneer*, that the Capt. of the Privateer took out the Master, & all the Hands belonging to the Brig, & put the Deponant & 7 men on Board her, & ordered them to steer for the first Port they could fetch in America, that on or about the 11 Inst. being about 1 League to the Southward of Halifax Light House they fell in with the Ambuscade Ship of War, who retook the said Brig & sent her into this Port."

CHANCE, ship, Thomas Rose, master, "found trading on a pretended voyage from one of his Majestys Colonies now in open Rebellion," captured previous to April 27th, 1777, by H. M. S. Roebuck.

CHANCE, sloop, libel filed October 24th, 1777. Captured by H. M. S. Juno. All papers referred to "as on file."

CHARLES, brigantine, a recapture. "Peter Martin Midshipman on Board his Majesty's Ship of War the Mermaid, being duly Sworne Deposeth that some time in May last, being then to the Southward of Port Rosamay on the Coast of Nova Scotia, the said Ship Mermaid fell in with the Brigantine *Charles*, one Jeffery Tapley Master, which Brig they Boarded and found she was in the Possession of the Rebels who were proceeding with her to the first Port they could make in the Rebellions Colonies, that Capt. Hawker took Possession of her, took out the Rebels, & manned her with his own People, & sent her into this Port where she now is."

"Jefferey Tapley Master of the Brig *Charles*, being duly Sworne deposeth, that on the 11th day of May last, being at anchor on the Banks of Newfoundland, a Privateer Schooner called the Lee, John Skinner, Master, Mounting 10 Carriage Guns & 18 Swivels, & 4 Cohorns, took the Said Brig and took out of her 10 men, and then mann'd her with the Rebels, and shap'd their course for Boston in New England, that on the 23d day of May they fell in with the Mermaid Man of War, who retook the said Brig and brought her safe into this Port of Halifax."

CHARMING POLLY, sloop, laden with rye and Indian corn, captured March 4th, 1776, off Cape Cod by the transport Pacific, Captain James Dunn, and delivered to Commodore Banks, H. M. S. Renown. The *Charming Polly* had no papers on board.

COMET, armed schr., six swivels mounted on sliding carriages, and two cohorns, captured Apr. 26th, 1781, after a chase during which the Comet fired two guns under a rebel pendant, at a place called false LaHave, Nova Scotia, by the armed schooner Buckram. The captain and men of the *Comet* escaped in their boat.

CONCORDE, alias VIPER, brigantine, George Gyet, alias McGuire, master, libel filed June 29th, 1782, evidence taken as on file, claim of William Abbot filed, settlement of salvage and charges made.

COUNT D'ESTANG, brigantine, captured, after being driven ashore near Cape Cod about June 27th, 1777, by H. M. S. Amazon and Orpheus. From Martinico, loaded with powder, arms, duck and salt. James Walker deposed that he was taken prisoner at the Isle of Sables by the rebels, being cast away in a gale of wind, that they carried him to Boston, and from there to Cape Cod, that the people and the brig belonged to New England, and that they unloaded all the powder, arms and duck when she was driven ashore before the men of war's people took possession of her.

DAVIS, brigantine, John Pepard, master, a recapture. "John Pepard, Master of the Brig *Davis*, being Duly Sworne Deposeth, that he sail'd from London on the 7th of May last Bound to Halifax loaded with Provisions for the Army, that on his Passage to Halifax, being about 20 Leagues to the Westward of Cape Pine, the first, August Inst. he fell in with an American Brig, called the Hornet, mounting 10 Carriage Guns, & navigated with 40 men, Commanded by one John Sillers, which Chased them about 6 Hours, and came up with & took them, took out 5 of the Deponant's Hands, and put on Board the Brig *Davis* 9 Rebels and a Prize Master, & Ordered them to make the best of their way for Salem, New England, that afterwards on or about the 13th Inst. being then off Cape Sables in this Province they fell in with the Arm'd Sloop Howe, who retook them & sent Said Brig *Davis*, into Halifax Harbour, and the Deponant further Deposeth, that the said Brig is own'd by Thomas Scutt Merchant, in London, & is about 190 Tons Burthen."

DEFENCE, brigantine, a recapture. Libel filed Nov. 11th, 1782, by His Majesty's Frigate Jason. His Majesty's Naval Store Keeper claimed the *Defence*, alias Trepassy, Sloop of War. The cargo, being proved American property, was condemned as prize, and one-eighth of the *Defence* to the captors.

DEFENCE, ship, Bilboa to Beverly, cargo : brandy, steel, silks and blankets, captured Oct. 2d, 1781, in Boston Bay, by H. M. S. Chatham.

(To be continued.)

JOHN HOOD OF LYNN, MASS., AND SOME OF HIS DESCENDANTS.

BY MRS. JENNIE (HOOD) BOSSON.

1 John Hood was the son of John and Anne Hood of Halsted, England, and was born about 1600. His father was a weaver and died at Halsted, and by will dated Nov. 6, 1622, proved Nov. 20, 1622, bequeathed to his son John, all his real estate, and to his daughters Anne, Jane, Avese, Catherine, Grace, Mary, and Rose, 40 shillings each, while his wife Anne was appointed executrix. She afterwards married Thomas Beard.* The daughter Mary married Richard Truesdale who emigrated from Lincolnshire, arriving in Boston in 1630, then being about 24 years old. He was a butcher by trade, a deacon in the First Church, Boston, and one of the founders of the Old South Church. He died apparently without issue, his will being proved, in January, 1671-2. His widow Mary in her will, proved Nov. 26, 1674, bequeathed £50, each to brother John Hood's children, Richard and Mary, not of age.

John Hood, junior, was a weaver, and settled at Cambridge, Mass., as early as Oct. 20, 1638. With his son Richard, he appeared in Lynn before 1650.† In 1652, John Hood of Lynn, yeoman, conveyed to William Crofts for £30, "three dwelling howses or tenements with all thereto belonging in Halsted in the County of Essex in old England with a covenant for further assurance. And the said Willm is to pay 40s. a peice to the sisters of the said John according to his father's will the wch apeth in the bargain and sale by deed dated the 10th day of December, 1652."‡

*Lechford's Note Book, pp. 10-12.

†John Hood was also in Kittery in 1652.

‡Essex Registry of Deeds, Book I, leaf 58.

The following year he visited England, as appears from a deposition in old Norfolk County records, under date of Dec. 5, 1653, that John Hood, late of Lynn, sent a letter out of old England, to his wife Elizabeth, then living in Lynn.

In February, 1683, John Hude with two others bought from Roger Shaw of Hampton, N. H., an estate in Lynn, of house and two acres more or less, 3 acres lying near Sagamore hill, 4 acres salt marsh near Saugus river, 12 acres of planting ground on east side of town.

Children of John and Elizabeth:

2. RICHARD, b. abt. 1625, in England.
3. MARY.

2 Richard Hood, said to have been born at Lynn Regis, Norfolk Co., England, about 1625, came to America with his father and was living in Lynn before 1650. In 1681, he bought for £100, Mr. Humfries farm in Lynn on what is now Nahant street, which for several years previous he had leased of Humfries' widow, at an annual rental of £9, and "one good load of salt marsh hay." The house upon this farm was the one in which Lady Deborah Moody formerly lived. He was admitted a freeman in 1691. In 1692 he was allowed to sit in the pulpit with seven other old men, probably on account of defective hearing. He died September 12, 1695, and administration on the estate was granted to his son Richard, but he died before it was settled and his brother John was appointed September 7, 1696. The estate was divided as follows: "The children of the eldest son, he being dec'd," two shares, and John, Samuel, Nathaniel, Joseph, Benjamin, Mary, Sarah, Elizabeth, Ruth, Rebeckah, Hannah and Anna Hood, each one share.

Richard Hood married Mary, daughter of Anthony Newhall whose will proved Mar. 31, 1656, mentions grandchildren Richard and Elizabeth Hood, and daughter Mary to whom he bequeaths the third part of the interest of his orchard for seven years, also a "peell of ground that lys one the other syde the brook at the north end of my hows lott uppon condittyon that her husband doe build a dwel-

ling hows oppon it." One half of the remainder of his estate also went to Mary.

July 7, 1682, Richard and Mary Hood sold a house and four acres of land.* This was the four acre lot next Hathorne's that Mr. Newhall bequeathed to his daughter, and here probably her husband built a house for their homestead, instead of on the small lot north of the brook, spoken of in the will. A Mary Hood died about Feb. 14, 1727-8.—Lynn Records.

Children of Richard and Mary, born in Lynn :

4. MARY, m. Michel Derich. In 1692 she was accused of practising witchcraft, and was imprisoned in Boston for 7 months. She was a wid. in 1692.
5. RICHARD, b. Nov. 18, 1655.
6. SARA, b. Aug. 2, 1657; m. Oct. 25, 1675, William Bassett, jr., husbandman. She was tried for witchcraft May 23, 1692, and imprisoned at Boston until Nov. 2. While in prison she had with her a child 22 months old, and another was born after her liberation whom she named "Deliverance." Her husband's sister Elizabeth, m. John Proctor of Danvers. She also was accused and sentenced to death, but afterward released through the brave and persistent efforts of her husband, Goodman Proctor, who afterwards suffered the death penalty. Had: (1) Sarah, b. Dec. 6, 1676; m. 1st Joseph Griffin; m. 2d. — Newbold; m. 3d. — Hawkes; (2) William, b. Nov., 1678; m. Jan. 14, 1703, Rebecca Berry; (3) Mary, b. June 13, 1680; m. Feb. 15, 1705-6, Andrew Jearns of Boston; (4) John, b. Sept. 8, 1682; m. Feb. 9, 1704-5, Abigail Berry of Chelsea; (5) Hannah, b. Feb. 2, 1685; m. John Estes of Salem; (6) Ruth, b. Mar. 16, 1689-90; m. Jan. 6, 1713, Abraham Allen of Marblehead, fisherman; (7) Joseph, b. Dec. 15, 1692; lost at sea before 1721; (8) Deliverance, b. Aug. 2, 1695; m. Jan. 25, 1719-20, Samuel Breed, jr.; (9) Abigail, m. Dec. 12, 1728, Samuel Alley.
7. ELIZABETH, b. Nov., 1658; m. Dec. 6, 1682, Thomas Farrar, jr.
8. RUTH, b. July, 1660.
9. REBECCA, b. Feb. 7, 1662; m. Dec. 9, 1681, Hugh Alley of Lynn, weaver. Had: (1) Solomon, b. Oct. 11, 1682; (2) Jacob, b. Jan. 28, 1683-4; (3) Eleazer, b. Nov. 1, 1686; (4) Hannah, b. Aug. 16, 1689; (5) Richard, b. July 31, 1691; (6) Joseph, b. June 22, 1693; (7) Benjamin, b. Feb. 24, 1694-5; (8) Samuel.

*Sometime in the possession of Anthony Newhall, to Matthew Farrington for £56.

10. JOHN, b. May 7, 1664.
11. HANNA, b. Oct. 21, 1665; m. Mar. 15, 1702-3, Edmond Needham; d. Sept. 28, 1740, "suddenly." Had: (1) Daniel, b. Dec. 5, 1708; (2) Bathsheba, b. Apr. 30, 1705.
12. SAMUEL, b. May 12, 1667; m. Deborah ——— He became a Quaker before 1690. Had: Sarah, m. July 29, 1731, John Presbrey of Boston. Samuel Hood, d. Mar. 9, 1749-50.—*Z. Collins Diary*.
13. NATHANIEL, b. June 9, 1669.
14. ANNE, b. Feb. 13, 1672; m. (as Anna) Feb. 5, 1691-2, Samuel Breed of Lynn, husbandman and weaver. Had: (1) Samuel, b. Nov. 11, 1692; (2) Amos, b. July 20, 1694; (3) Jabez, b. Jan. 26, 1695-6; (4) Abigail, b. Sept. 7, 1698; (5) Nathan, b. Jan. 3, 1702-3; (6) Keziah, b. Oct. 16, 1704; (7) Anna, b. July 28, 1706; (8) Ebenezer, b. May 1, 1710; (9) Ruth, b. Mar. 10, 1711-12; (10) Benjamin, b. July 4, 1715.
15. JOSEPH, b. July 8, 1674.
16. BENJAMIN, b. Jan. 3, 1677; made freeman, 1691; d. 1696.

5 Richard Hood, born Nov. 18, 1655, united with the Quakers before 1690. He married about 1689, Hannah ———, and died in 1696. (Adm. on his estate granted Dec. 14, 1696.)

Children of Richard and Hannah, born in Lynn :

17. SAMUEL, b. Oct. 18, 1690.
18. RICHARD, b. Mar. 30, 1692.
19. ZEBULON, b. Sept. 13, 1693; d. Dec. 2, 1693.
20. ZEBULON, b. Feb. 28, 1694; d. July 12, 1695.

10 John Hood, born May 7, 1664, married Sarah Breed of Lynn. He united with the Quakers before 1690 and from that year until 1720, with others, signed a yearly petition to the General Court for refunding the ministerial tax which was levied also upon Quakers. In 1696, he was imprisoned one month in Salem jail for refusing to pay a tax to support the Rev. Mr. Shepherd. According to the diary of his son-in-law Zaccheus Collins, of Lynn, he died Dec. 4, 1730 and his widow died May 6, 1747. His will dated Dec. 1, 1730; prob. Jan. 2, 1730-1, mentions wife Sarah.

Children of John and Sarah, born in Lynn :

21. BARBARA (Barberry, birth and marriage rd.), b. June 10, 1694; m. (int. Mar. 14, 1717-18) Benjamin Bowden of Marblehead.
22. HULDAH, b. Nov. 28, 1697 (Hildah Hood, m. Michael Bassett of Marblehead). Int. Dec. 5, 1719.
23. BENJAMIN, b. June 14, 1700.
24. CONTENT, b. July 25, 1703; m. (int. July 15, 1721), Zaccheus Collins of Lynn. She was not named in her father's will, in 1730.
25. BREED, b. July 22, 1706. Breed Hood, buried Nov. 23, 1763, at Marblehead—*Z. Collins Diary*. Shipwright and lived in Marblehead, where he m. Lydia ———. Will dated Oct. 14, 1763, probated Nov. 24, 1763.
26. SARAH, m. (int. Nov. 23, 1729), John Andrews of Marblehead.
27. LYDIA, b. Apr. 17, 1714; m. Nov. 30, 1736, Daniel Bassett, husbandman, of Lynn.

13 Nathaniel Hood, born June 9, 1669, in Lynn, married Oct. 16, 1706, Joanna Dwinnell of Topsfield. They lived in Lynn for a few years and then removed to Topsfield and lived in the northwest part of the town adjoining Ipswich and Boxford on the farm owned in 1835 by Capt. Daniel Bixby. In 1746 Nathaniel Hood built a house by the pond which is now called "Hood's Pond." The house has always remained in the Hood family and in the Hood name and is now owned by Ralph D. Hood. Nathaniel Hood died Oct. 30, 1748, at Topsfield, and his wife Joanna died Mar. 1, 1731-2.

She was daughter of Michael Dwinell a French Huguenot who came to America after the revocation of the Edict of Nantes in 1685, and settled in Topsfield.

Children of Nathaniel and Joanna :

28. NATHAN.
29. NATHANIEL.
30. JOSEPH, m.; d. Sept. 6, 1745 at Newport, R. I.
31. SUSANNAH, b. 1714; m. Nov. 7, 1733, Samuel Cummings; lived in Middleton and Stoughton. He was a soldier in the expedition against Louisburg and d. in Sharon, Mass., Dec. 11, 1804; she d. there Jan. 14, 1812, æ. 98 y. Had 11 children.
32. AMOS, unm.; lived at Biddeford, Me., where he joined the church, June 27, 1742; tailor by trade.
33. RICHARD(?), m. Apr. 1, 1747, in Beverly, Elizabeth Coy. He was then of Salem. He was a mariner and lived in Beverly. He

d. in Bristol, of small pox, in 1751 (adm. granted on his estate June 17, 1751). She d. in Beverly, May 24, 1748, æ. 27 y. Had: Elizabeth, bp. Jan. 17, 1747-8; m. Jan. 9, 1766, Andrew Gage of Beverly; d. (bur. Oct. 28, 1810.)

34. MARCY (dau. Nathaniel and Hannah. Beverly rds.), b. Dec. 12, 1722, Beverly; m. in Salem, June 8, 1742, James Smith.
35. JOHN, b. Jan. 10, 1724.

15 Joseph Hood, born July 8, 1674, married May 17, 1716, at Boston, Rebecca Cumbey. She was born Dec. 8, 1683, daughter of Robert Cumbee, and married, first, July 27, 1704, John More; married, second, Oct. 24, 1706, Thomas Mieres, and had one son Cumbey Mieres. She married, third, Joseph Hood. He died Dec. 14, 1729 (*Z. Collins Diary*) and she may have married, fourth, in 1738, William Lee.

Child of Joseph and Rebecca:

36. CUMBEY, b. Aug. 28, 1717, at Boston. Was the captain of a vessel, and was lost at sea.
In 1749, he sold the homestead on Salutation Lane, Boston, and in 1751 removed to New York.
He married, first, in 1739, Lettice Begood, at Boston, and had Rebecca, who died in infancy; married, second, Sarah Nolens, daughter of Robert Nolens, gentleman, of Wales. They had a daughter Sarah, born Mar. 8, 1749, who married, Oct. 7, 1773, at Portsmouth, N. H., Ezekiel Russell, and died Oct. 15, 1806.

17 Samuel Hood, born Oct. 18, 1690, married (int. Dec. 15, 1723) Agnes, daughter of Henry and Sarah Snow of Kittery, Me. He was a husbandman and lived in Lynn. His will dated Feb. 28, 1749, probated Apr. 2, 1750, names wife Agnes, and eight children. "In those early days, a young man who was inclined to indulge in the laudable custom of courting, went to visit a young lady named Agnes. As he was returning, late one evening, he was overheard saying to himself—'Well, so far proceeded towards courting Agnes.' This phrase became common and has been introduced into an English comedy."—Lewis and Newball's History of Lynn.

Children of Samuel and Agnes, born in Lynn :

37. RICHARD, b. Jan. 26, 1725.
38. MARY, b. Apr. 22, 1727; mentioned in father's will as unm. in 1749.
39. SARAH, b. Jan. 4, 1730; d. Aug. 11, 1761.
40. ELIZABETH, b. Feb. 19, 1733.
41. SAMUEL, b. Aug. 18, 1736.
42. HANNAH, b. May 1, 1739.
43. DANIEL, b. Mar. 18, 1742.
44. JOHN, b. Dec. 16, 1744.

18 Richard Hood, born in Lynn, Mar. 30, 1692, married May 20, 1718, Theodate, daughter of Samuel and Rebecca Collins of Lynn. He was a husbandman and lived on Nahant where he bought land in 1739. Zaccheus Collins' Diary notes that his wife died in Boston and was buried in Lynn, Jan. 17, 1764. His will dated Dec. 7, 1769 was probated May 29, 1779.

Children of Richard and Theodate, born in Lynn :

45. THEODATE, b. Oct. 27, 1719; m. (int. Apr. 8, 1739) Jeremiah Gray; d. Apr. 28, 1751, "suddenly."
46. JEDADIAH, b. Sept. 25, 1721; d. Sept. 26, 1721.
47. CONTENT, b. Dec. 20, 1722; m. at Salem, Oct. 8, 1741, John Phillips of Boston, shipwright, s. of Walter Phillips of Salem.
48. REBEKAH, b. Apr. 3, 1725; m. Oct. 20, 1742, Solomon Alley, cordwainer, of Lynn.
49. HANNAH, b. Dec. 9, 1727; m. Sept. 19, 1750, Daniel Holder, shipwright, s. of Thomas Holder of Marblehead.
50. PATIENCE, b. Sept. 9, 1730; m. Aug. 18, 1756, Daniel Silsbee, shipwright, of Boston, s. of Henry Silsbee. She was living with her father in 1769, her husband having died.
51. ABNER, b. Sept. 26, 1733.
52. ABIGAIL, b. Sept. 14, 1736; m. Jan. 26, 1757, Hugh Alley, housewright, s. of Samuel Alley.
53. A child, b. Nov. 8, 1737.

23 Benjamin Hood, born in Lynn, June 14, 1700, married Dec. 16, 1729, Elizabeth, daughter of William Bassett of Lynn. Housewright and husbandman and lived in Marblehead and Lynn (Nahant). Inherited his father's house. Will dated Dec. 22, 1762, probated Oct. 5, 1778, mentions wife Elizabeth.

Children of Benjamin and Elizabeth, born in Lynn :

- 54. CONTENT, b. Sept. 3, 1730; m. Sept. 26, 1752, Walter Phillips, jr., s. of Jonathan Phillips.
- 55. REBECCA, b. Aug. 18, 1732; m. Nov. 23, 1757, Gideon Phillips, s. of Jonathan Phillips.
- 56. SARAH, b. Dec. 30, 1734; m. Aug. 25, 1779, John Alley.
- 57. ELIZABETH, b. Dec. 4, 1743; d. Sept. 12, 1762.
- 58. ANNA, b. May 12, 1746; "drowned in Lynn harbour," Aug. 8, 1770, from a canoe, while with a party of seven others, going on board a schooner in the harbour.

28 Nathan Hood, married, first, Mar. 6, 1731, Elizabeth Palmer, who was born May 1, 1710 at Rowley. They resided at Topsfield. She died June 10, 1782, "in a very sudden manner," and he married, second, (int. Nov. 24, 1782) Lydia Corliss [Colly. Topsfield rds.] of Salem, N. H. He was a housewright, a surveyor of highways in 1738 and constable in 1756. He died May 4, 1792.

Children of Nathan and Elizabeth, born in Topsfield :

- 59. WILLIAM, b. Dec. 26, 1731.
- 60. A child, d. May 24, 1734.
- 61. A child, d. May 26, 1734.
- 62. MARY, b. Jan. 1, 1735-6; d. Jan. 9, 1738.
- 63. JOANNA, b. Nov. 19, 1737; m. Feb. 27, 1759, Daniel Averill; d. Dec. 12, 1816, "occasioned by falling into the fire."
- 64. NATHAN, b. Jan. 10, 1739-40.
- 65. DANIEL, b. Nov. 11, 1741.
- 66. MARY, b. Jan. 1, 1744; m. July 23, 1768, Moses Safford of Ipswich.
- 67. JOSEPH, b. Feb. 2, 1746.
- 68. BENJAMIN, b. Feb. 13, 1748.
- 69. ELIZABETH, b. Apr. 19, 1750; m. Apr. 5, 1774, Andrew Gould; d. Aug. 5, 1791.
- 70. MEHITABLE, b. Mar. 15, 1752; m. Nov. 30, 1772, Jonathan Perkins of Boxford.
- 71. SUSANNA, b. June 17, 1754; d. July 8, 1756.

Nathan and Elizabeth also may have had a son Jonathan who settled in Topsham, Vt., in 1782, and who came from Topsfield, according to family tradition. He was one of the first settlers in the town and was killed by being thrown from a load of hay. Had: (1, Polly, b. 1773; m. Reuben Gilbert of Lyndon, Vt.; d. Feb. 19, 1842; (2) Betsey, b. 1777, m. Lemuel Randall of Newbury, Vt.; d. Oct. 2)

1864; (3) William (twin), b. July, 1778; m. Sally Crown; d. Dec. 3, 1862; (4) Jonathan (twin), b. July, 1778; m. Susan Farwell; d. Sept. 23, 1848; (5), Sally, b. 1780; m. Jacob Morse; d. June 8, 1861; (6), Mehitabel, b. 1787; m. Zimriah Dodge of Topsham; d. Feb. 23, 1844; (7) Hepsibah, b. 1790; d. unm. Oct. 10, 1865.

29 Nathaniel Hood, married Nov. 13, 1735, Abigail Potter of Ipswich. He died June 8, 1755, in Topsfield. Farmer and cordwainer.

Children of Nathaniel and Abigail, born in Topsfield :

72. SAMUEL, bapt. June 12, 1737; d. Jan. 4, 1738.
73. ESTHER, b. May 20, 1739.
74. ABIGAIL, b. May 16, 1741; m. (int. July 18, 1761) Stephen Hovey.
75. SARAH, bapt. June 19, 1743; m. Dec. 9, 1762, Alexander Tapley.
76. SUSANNAH, b. Oct. 27, 1745; m. June 9, 1763, Israel Kenney.
77. HULDAH "infant daughter of Nathaniel," d. Feb. 1, 1749.
78. "Infant son of Nathaniel," d. Mar. 4, 1750.
79. "Infant son of Nathaniel," d. Nov. 17, 1751.

35 John Hood, born Jan. 10, 1724, at Topsfield; was a carpenter by trade, and served in the "French and Indian War" and in the "Revolution." He enlisted Feb. 1745 for Cape Breton and was at the surrender July 26, 1758. He also was one of the men who scaled the cliffs and stood on the plains of Abraham in the capture of Quebec. In the Revolutionary War he served as guard at Charlestown from Nov. 12, 1777, to Apr. 3, 1778, and in 1789 he was sergeant in Capt. Benjamin Gould's Company with Col. Wade's Essex Co. Regiment. He lived in Topsfield, and married, first, Sept. 16, 1746, Elizabeth Reddington. She died Oct. 23, 1755, and he married, second, Mar. 1, 1757, Mary Kimball of Boxford. She was born Aug. 25, 1727, and died Dec. 6, 1807. He died Oct. 10, 1805, in Topsfield.

Children of John and Elizabeth, born in Topsfield :

80. A daughter, d. June 29, 1847.
81. A son, d. Feb. 24, 1749.
82. RICHARD, b. Feb. 18, 1750-1.
83. A child, d. Apr. 15, 1753.

Children of John and Mary:

84. EUNICE, b. Oct. 1, 1757, (Family rd.); m. Oct. 27, 1781, Henry Perley of Andover, lived in Andover and removed to Boxford, in 1786; d. October 11, 1790. Had: (1) Eunice, b. Apr. 14, 1782; d. July 18, 1862; (2) Henry, b. Oct. 14, 1784, d. Nov. 14, 1841; (3) Susanna, b. Mar. 16, 1788, d. Nov. 23, 1791; (4) Samuel, b. Oct. 9, 1790.
85. JOHN, b. Feb. 26, 1760.
86. SAMUEL, b. Mar. 1, 1762.
87. HULDAH, b. May 27, 1765; d. Feb. 18, 1776.
88. ESTHER, b. Sept. 4, 1768; d. Sept. 25, 1775.
89. A son, d. July 13, 1772.

37 Richard Hood, born Jan. 26, 1725 in Lynn, married at Beverly Nov. 28, 1749, Sarah, daughter of John and Sarah West of Beverly. Mariner, lived in Lynn, administration granted in his estate to wife Sarah, Apr. 3, 1787. She probably died his widow, Sept. 24, 1796. (*Collins Diary*.)

Children of Richard and Sarah, born in Lynn:

90. JOHN, b. May 7, 1753; m. (int. July 20, 1776) Hannah Reden of Salem.
91. HANNAH, b. Feb. 23, 1756.
92. RICHARD, b. Dec. 3, 1759: buried Oct. 6, 1761. (Richard, s. Richard, d. Oct. 4, 1762, Lynn rds.)
93. SARAH, b. Oct. 14, 1762, (bp. Apr. 25, 1762, Beverly rds.)
94. ELIZABETH, b. Oct. 4, 1764; d. unm. in Lynn. (will prob. Apr. 3, 1788.)
95. AGNES, bp. Apr. 8, 1770, in Beverly.

51 Abner Hood, born in Lynn, Sept. 26, 1733, married, June 11, 1783, Keziah, daughter of Benjamin and Ruth Breed of Lynn. He was small in stature and always wore the Quaker dress. He inherited his father's estate in Nahant, which occupied nearly all the peninsular. This property remained in the Hood name until 1869. He died in Lynn (Nahant), Mar. 11, 1818, and she died Nov. 4, 1825, aged 74 years.

Children of Abner and Keziah, born in Lynn:

96. ABNER, b. Apr. 1, 1784.
97. RICHARD, b. Mar. 13, 1786.

- 98. THEODATE, b. May 23, 1787; m. Jan. 1, 1807, Jabez Breed, jr.
- 99. BENJAMIN (twin), b. Apr. 7, 1790.
- 100. EBENEZER (twin), b. Apr. 7, 1790.
- 101. CONTENT (Maria, m. rd.), b. Dec. 21, 1792; m. Oct. 31, 1822,
Gideon Phillips; d. Sept. 15, 1857.

59 William Hood, born Dec. 26, 1731, at Topsfield, married Aug. 27, 1754, Mary, daughter of Aaron and Mary Hubbard of Topsfield. He removed to Topsham, Vt. Housewright by trade.

Children of William and Mary :

- 102. AMOS, b. Aug. 12, 1757.
- 103. LYDIA; b. Oct. 16, 1759.
- 104. SUSANNA, bapt. Feb. 21, 1762.
- 105. MOSES, bapt. May 22, 1763; m. (int. Apr. 23, 1784) Sally Felt of Salem.
- 106. AARON, bapt. Apr. 5, 1767.
- 107. JOHNATHAN (?), b. abt. 1775; m. Hannah Hamlet of Topsham, Vt. Had: Charles, Susan, Sargent, John, Mary, Angeline, Levi and Maria.

64 Nathan Hood, born in Topsfield, Jan. 10, 1739-40, married Feb. 17, 1763, Mary Perkins. He died Mar. 23, 1772.

Children of Nathan and Mary :

- 108. NATHANIEL, b. Oct. 3, 1763.
- 109. NATHAN, b. Mar. 8, 1765.
- 110. ENOS, b. May 26, 1767.
- 111. THOMAS (twin), b. May 27, 1769.
- 112. AMOS (twin), b. May 27, 1769.

65 Daniel Hood, born Nov. 11, 1741, married Feb. 10, 1763, Ruth Towne. They were dismissed Nov. 18, 1787 to a church in Wilton, N. H. They afterwards lived near Portland, Me. Farmer and housewright.

Children of Daniel and Ruth, born in Topsfield :

- 113. LUCY, b. Aug. 8, 1763; d. Mar. 31, 1776.
- 114. JACOB, b. Jan. 5, 1765; m. Mary Gove.
- 115. RUTH, bp. Nov. 9, 1766; d. Sept. 15, 1767.
- 116. RUTH, b. Oct. 10, 1767.
- 117. DANIEL, b. Feb. 20, 1770; d. Oct.—, 1775.

- 118. ABNER, b. Feb. 18, 1772.
- 119. MARY, b. June 9, 1776.
- 120. LUCY, b. Jan. 28, 1778.
- 121. ELIZABETH, b. Jan. 28, 1780.
- 122. DANIEL, b. Dec. 7, 1783.

67 Joseph Hood, born Feb. 2, 1746, married Oct. 13, 1767, Dorcas Hovey. She was the daughter of Ivory and Anne Hovey, and was born Apr. 18, 1749. They both accepted the covenant, Aug. 14, 1768, in the Topsfield church. He removed in 1782 to Hollis, N. H., to that part afterwards incorporated as the town of Milford, where both he and his wife afterwards died and were buried. Their graves are marked with one stone bearing both names. Farmer. He died Oct. 21, 1795. Soldier in the Revolution, from Topsfield, mustered Aug. 1, 1775, into Capt. Baker's Co. in Little's Regt., served in that and other regiments until Nov. 22, 1779. Fought at Bunker Hill and in the operations about New York.

Children of Joseph and Dorcas, first five born in Topsfield:

- 123. SARAH, bapt. Aug. 14, 1768; m. May 25, 1790, David Duncle, jr. of Milford, N. H., and d. July 13, 1849.
- 124. JOSEPH, bapt. Nov. 28, 1769.
- 125. DORCAS, bapt. Feb. 23, 1772; m. May 20, 1794, Jacob Mooar, of Hollis, N. H., and d. Aug. 4, 1851.
- 126. HULDAH, bapt. Mar. 13, 1774; m. Nov., 1795, William Peabody, jr., of Amherst, N. H., and d. Sept. 17, 1861.
- 127. BETSEY, b. Aug. 12, 1777; m. May 9, 1795, Stephen Lovejoy of Hollis, N. H., and d. May 22, 1852.
- 128. SUSANNA, b. June 10, 1781, in Amherst, N. H.; m. (1) Nov. 27, 1797, William Bacon; m. (2) William J. Doyle of Providence, R. I., and d. there Mar. 5, 1843.
- 129. JEREMIAH, b. Mar. 30, 1783, in Amherst; m. 1810, Mary Warner, b. in Newburyport, Mar. 17, 1783 and d. Apr. 3, 1865. Farmer; lived in Milford, and d. Aug. 8, 1861. Had: (1) John A., b. May 27, 1812; carpenter; m. Jane Baker; (2) Mary Ann, b. Nov. 21, 1814; m. Abijah Wood; d. Aug. 6, 1887; (3) Sarah D., b. Feb. 27, 1816; m. Hezekiah P. Hamblett; d. July 3, 1886; (4) Elizabeth P., b. Jan. 5, 1821; m. Daniel Hopkins, jr., d. Apr. 2, 1857.

68 Benjamin Hood, born Feb. 13, 1748, married Sept. 4, 1777, Sarah Cross of Boxford. He died in Boxford in 1801 and she died there Feb. 15, 1840. Farmer, and lived in Boxford not far from the Topsfield boundary line. Soldier in the Revolution, from Topsfield.

Children of Benjamin and Sarah, baptized in Topsfield :

- 130. DOROTHY, bapt. Nov. 20, 1785; m. Nov. 30, 1806, John Todd, of Salem; d. Nov., 1839.
- 131. FRANCIS, b. Dec. 1, 1780.
- 132. JERE, bapt. Nov. 20, 1785; d. unm.
- 133. ELIZABETH, m. Moses Shaw.
- 134. FANNY, unm.
- 135. MARY, unm.
- 136. BENJAMIN; a cooper in Salem?
- 137. SALLY, m. Nov. 23, 1806, in Boxford, Samuel Shaw jr. of Newburyport; d. Apr. 30, 1825, in Pembroke, N. H.

82 Richard Hood, born Feb. 18, 1750, married Feb. 15, 1776, Lydia Tarbox, at Wenham. She was born Sept. 16, 1753, and died Mar. 10, 1824. They resided at Wenham. He was a soldier in the Revolution, and marched on the alarm of Apr. 19, 1775, from Topsfield. Yeoman. He died Nov. 19, 1835.

Children of Richard and Lydia :

- 138. JOSIAH Moulton, b. July 22, 1776.
- 139. BETSEY, b. Mar. 6, 1778; d. unm. Dec. 19, 1839, in Georgetown.
- 140. JOHN, b. Feb. 4, 1780; d. Feb. 7, 1781.
- 141. MARY (Polly), b. July 27, 1782; m. July 19, 1804, Peter Pousland of Beverly; d. Dec. 8, 1807.
- 142. SAMUEL, b. Nov. 8, 1785; m. Dec. 29, 1814. Phebe Wood of Boxford; he lived in Wenham and Georgetown, and d. June 1843; Had: (1) William Henry, b. Oct. 26, 1815; d. Apr. 19, 1824; (2), Samuel, b. Dec. 16, 1817; (3), Mary (Polly), b. Jan. 12, 1820; (4), Solomon Perley, b. Mar. 31, 1822; (5), William Henry, b. in Boxford, June 25, 1825; (6) Sarah Peabody, b. in Boxford, Apr. 2. 1828.

85 John Hood, born Feb. 26, 1760, enlisted in the Revolutionary army, June 17, 1775, when but fifteen years and three months old, and was at the battle of Bunker Hill, on picket duty, watching an English vessel to keep

her men from landing. He also was at the battles of Long Island and White Plains, and crossed the Delaware with Gen. Washington. He was in the battle of Princeton, and for two months lived a life of great suffering, without shoes, and clothed with rags. He then received his discharge and started on foot to his home 250 miles distant, begging his food on the way. When only two or three days from camp, he was taken sick with the small-pox, which at that time was a scourge in the army, and after having been carried for some miles from house to house, he was received at Coventry, Conn., and nursed by an old lady named Barnes. When recovered he was clothed and sent on his way home, where he arrived early in the spring. After a few weeks stay, he re-enlisted. Sept. 11, 1777, and was in the battle of Brandywine, and was also in the battle at Germantown. In 1778 he was discharged, and the following year he went on a privateering cruise and was taken prisoner and carried into Halifax, and confined in a prison ship, where he suffered everything but death. In time he was exchanged and returned to his home. In September, 1780, he was in the army at the time of Arnold's treachery, and the next year was at the surrender of Cornwallis. He was in the service seven of the eight years of the war. In 1787 Topsfield was called upon for troops to suppress Shay's Rebellion. No one would lead in the enlistment until John Hood enrolled his name then to be followed by others.

John Hood was a carpenter by trade, and helped to build seven large bridges; three over the Merrimac River, at Andover, at Haverhill, and at the Rocks; one over Plum Island river; one over Parker's river at Byfield; one over the Kennebec at Augusta; and one over the Connecticut, at Windsor, Vt. His last years were spent at home in the same cottage in which he was born, in which his father lived and died, and which he bequeathed to his son. He married, first, Aug. 2, 1787, Anne, daughter of Jacob and Priscilla Kimball, born June 2, 1765. She died Sept. 12, 1789, of consumption. He married, second, Feb. 17, 1791, Ruth, daughter of Daniel and Lucy (Tarbox) Gould, born Dec. 3, 1762. Her father was a

son of John Gould, the son of the largest landholder in Topsfield. During the last eleven years of her life, she was confined to her room as the result of a fall. She died Mar. 8, 1840. He died July 19, 1836.

Child of John and Anne, born in Topsfield :

143. JACOB, b. Mar. 10, 1788; d. Apr. 10, 1789.

Children of John and Ruth, born in Topsfield :

144. JACOB, b. Dec. 25, 1791.

145. JOHN, b. Oct. 8, 1793; m. Dec. 20, 1854. Mrs. Elizabeth B. Phillips, dau. Enos and Anna Lake. Shoemaker and farmer. He d. Apr. 12, 1870; She d. Dec. 17, 1859; æ. 40 y. No issue. Inherited his grandfather's gun.

146. ANNE (twin), b. July 29, 1795; m. Nov. 2, 1812, Zaccheus Gould, jr. of Topsfield, b. Jan. 19, 1790. He d. July 5, 1874; she d. Oct. 13, 1874. Children: (1) Anne, b. June 24, 1813; m. Apr. 14, 1845, John B. Lake; d. June 8, 1846. (2) Zaccheus, b. Apr. 3, 1815; m. Elizabeth Thomas; d. June 23, 1888. (3) Adeline, b. Feb. 28, 1817; m. 1835, Timothy M. Phillips; d. July 5, 1892. (4) Rebecca, b. Apr. 28, 1819; m. 1840, John Brown Lake; d. Aug. 12, 1843. (5) Emily, b. Apr. 5, 1821; m. 1844, Moses B. Horne; d. Oct. 14, 1876. (6) John, b. Jan. 30, 1824; m. 1854, Mary F. Revere; d. Feb. 11, 1895. (7) Elizabeth, b. June 28, 1826; d. Nov. 13, 1827; (8) Humphrey, b. Oct. 13, 1829; m. 1854, Sarah A. Peabody; d. Nov. 12, 1856. (9) Elizabeth, b. July 8, 1832; m. 1853, Charles Winslow. (10) William H. Harrison, b. June 25, 1836; m. 1862, Sarah Stone.

147. RUTH (twin), b. July 29, 1795; unm.; d. Dec. 23, 1821.

148. DAVID, b. Sept. 3, 1797.

149. RICHARD, b. Sept. 4, 1799; d. Nov. 8, 1799.

150. MARY, b. Sept. 29, 1800; d. in Topsfield, Sept. 27, 1875; unm.

151. RICHARD, b. Dec. 9, 1802.

152. GEORGE, b. Aug. 11, 1805; d. Oct. 5, 1805.

153. GEORGE, b. Feb. 10, 1807.

154. LUCY, b. June 25, 1809; d. in Topsfield, Mar. 31, 1895; unm.

86 Samuel Hood, born Mar. 1, 1762 in Topsfield, married July 22, 1783, Lydia Gould, born Dec. 31, 1760, daughter of Dea. Daniel and Lucy (Tarbox) Gould. Lived in Topsfield where he was a carpenter and builder,

and died Dec. 10, 1843. He was town treasurer, 1818-1823. She died Dec. 2, 1834.

Children of Samuel and Lydia, born in Topsfield :

155. SAMUEL, b. Nov. 24, 1784; m. Apr. 18, 1814, Abigail, dau. David and Mehitable (Cave) Cummings. He d. Aug. 29, 1865. She d. Sept. 15, 1863. He was a master mariner, a soldier in the Seminole War, and lived in Topsfield and Danvers. In 1827 he was adjudged *non compos mentis*, and remained under guardianship until his death. Had: (1) Sally C., d. Sept. 29, 1815, æt. about 15 mos. (16 mos. g.s.) (2) Samuel Cummings, d. unm. in Georgetown; (3) Sarah Porter, b. Apr. 6, 1819 (Topsfield); m. Nov. 24, 1842, Lewis Symmes of Beverly; d. Mar. 14, 1886, 3 children: (4) Hitty Cave, b. Mar. 31, 1821 (Middleton); d. Apr. 8, 1821 (Middleton); (5) Hitty Cave, b. Jan. 28, 1824; m. Nov. 6, 1851, Charles Augustus Fiske of E. Saugus, trader; d. Jan. 23, 1906 (Lynn); 4 children.
156. LYDIA, b. Sept. 13, 1786; m. (int. Sept. 4, 1814), Nathan Brown, jr. of Ipswich; d. Nov. 1, 1859; Had: (1) Nathan, b. Dec. 3, 1814; d. July 13, 1840; (2) Abigail, b. Apr. 27, 1816; d. Dec. 16, 1848; (3) Lydia H., b. Feb. 2, 1818; d. Oct. 17, 1818; (4), Samuel H., b. Oct. 21, 1820; d. May 5, 1843; (5) Lydia H., b. Nov. 28, 1822; d. Aug. 2, 1902; (6) Francis E., b. June 17, 1827.
157. NELLY, b. Apr. 13, 1789; m. Dec. 25, 1826, Amos Gould of Ipswich; d. Oct. 26, 1877. No issue.
158. ELISHA, b. Dec. 13, 1796.
159. EDWARD, b. May 1, 1799; d. in Topsfield, Aug. 21, 1852; unm.
160. JOHN Gould, b. June 4, 1807.

96 Abner Hood, born in Lynn, April 1, 1784, married Sept. 28, 1806, Mary Newhall Richardson of Danvers. Cordwainer, lived in Lynn. Complained of as a spendthrift in 1826 by the selectmen of Lynn, guardian appointed, who was discharged in 1833. He died Nov. 30, 1854. She died May 12, 1883 in Lynn.

Children of Abner and Polly, born in Lynn :

161. GEORGE, b. Nov. 10, 1806.
162. MARTHA ANN, b. Jan. 21, 1809; m. Sept. 29, 1833, Abner Hill.
163. ABNER, b. July 29, 1812.
164. CHARLES GREEN, b. Dec. 23, 1814.
165. JAMES MAGEE, b. Nov. 2, 1820; m. (int. Oct. 20, 1844), Almira Collins; d. May 26, 1857.

JOURNAL OF JOHN NOYES OF NEWBURY
IN THE EXPEDITION AGAINST
TICONDEROGA, 1758.

FROM THE ORIGINAL MANUSCRIPT IN THE POSSESSION OF
ELWELL NOYES OF SALEM.

A JORNAL OR MEMARANDOM

April y^e 4, 1758 I Inlisted my Self under Captain Joseph Newell then I received five Dollars : May y^e 7th I had Eight Dollars more. May y^e 25th I Received too Dollars of my Billety Mony; May y^e 27th we marcht of to Andover; and from there too Bilrica; and from there to Concord; and from there to Malbory; and from there to Wooster and we Stayed too Days and we Stayd four our billety and we got won Dollar and he told us that we Shoold heave it at North hamton and we went to Lester June y^e 4th we went to meeting at Broockfield and from there to wier River and from there to Cold Spring and from there to hadly and then over the ferry into North hamton, and we stayd there a week and we Could not Get our billety and we Marcht of without our biletty and he told us that should heave it at green Boosh and And we marcht and we Came to Pantusick fort and then we came to a garrison and then to Greenboosh and there we Stayd a week June y^e 20th I had a Point of rum that was five ihillings June y^e 25th I had a Nother Point of rum Saturday July y^e 25th there was a man Killed and a Nother wounded Sat June y^e 25th we marcht from Snacaty to the Kings ferry and then to the half moon and we Stayd there too Days tuesday we went to Stilwater wensday we went to Saratoge thusday we got to fort Edward Saterday July y^e 1 we Got up to lake

George and they had Got every thing reddey to go of all there Cannon loded to go : of : July y^e 5th we march and the Lake was fool of battoes and we went up and July y^e 6th we landed and rogers Killed six Indians and the french run and they Killed Some and there Came about three thousand french out upon us, and we drove them and we Killed a hundred of them and tooock a hundred of them July y^e 7th we marcht a little afore Sun Set and we waded over a river to join the battallion and we had got about half way and was Lost and we Could Not find them and we Stood to arms all Knight and the Next Morning we marcht to Join the Battallion July y^e 8th we marcht up to the Sawmill and from there to the brest work and we marcht up In a String that was too mile long and we marcht up to the french and begun to fight, and they begun about Noon and they Kept a Continual firing while Sun Set there was no Sessation arm Not won minuet and we came of to the brest work and all the Rigulars Came of and all the rest & left us behind and we was Ralied about midnight and we Stayd while all the wounded ware Carried by us and then we Came of and we got down to the Lake about Sun rise and we got all into the Battoes and we Lost about too thousand men and we Could Not tell how many french we Killed but we kild Some Considerable of them July y^e 9 we Came of and we got Down that Night July the 15th Major Rogers Brought in three Prisoners July y^e 16th Mr. Cleaveland Preacht a sermon to us and his text was in luke the 13th ch. and 2 & 3 Verses: and in the after Noon twas in the 33d Chapt of Ezekiel and the Eleaventh Verse. Munday we made a brest work all round us. tuesday there was a gard went down to the half way Broock and there was twenty Killed July y^e 25 there was a man hanged and he hung all Day : July y^e 25th I had a Point of rum and half a Pound of Shuger and half a Cake of Chocolat July y^e 27th there was thurty men Killed and twelve Women and Childred kild and a hundred and thirty oxen and major Rogers went out upon a Scout to the south Bay and a Saterdag there went out thirteen Hundred after them Sunday there went out Eight hundred after the rest there was seven

hundred of our men killed ; and thirteen hundred wounded
 In the fight Monday august the 7th I went down to the
 half way Broock, and there was a man Drowned in the
 after noon in the Lake tuesday there was too men Killed
 and Scalpt Tuesday there was a french man Came in to
 lake Gorge: august Wednesday y^e 19 I had a Cake of sope
 that was won shilling: august y^e 10th they Lancht the
 Vessel Saterdag august the 13th there was won man
 Killed another a fighting and David Jaquis was under
 gard three Days : : Major rogers Came in with fifty scalpt
 and a Duch man he came in the 13th Day of august; and
 went out the fourteenth Day of August; august y^e 15th
 1758 general mun Calm fent a Present to general abba
 Cromba and y^e Presfent was a Dear and some stringed
 Beens august y^e 19th there was five men went up to
 Crown Point and Cecth a french man and killed too more
 Sunday August the 20th there was too french men came
 in to Lake George and a Post Came in to Lake George
 and told us that CaPretoon was taken august the 21 I had
 half a Point of snake root & august y^e 25th I had a Point
 of rum. the 26th I went down to the half way Broock
 and stayed there fifteen days September the 2^d major
 rogers went out upon a scout and the sloop saild for
 tiConderoga and there went that day too great Cannon
 and thirty Carts Loded with balls up to the Lake September
 the 11th we garded up Eighty Carts to the Lake September
 the 9th there was fventy Cart Came up to the
 Lake loaded with Provision Munday September y^e 11th
 1758 Brosfred took a fort at Catarocka thursday I took
 up a Pound of Sope and a Point of Rum & a Pound of
 Shuger. Munday September y^e 25: 1758 I had a Point
 of wine and a quart of molasses. Saterdag there was
 fixty Carts Came up with Provifion: Sunday there was a
 Scout went out and they Brought in too Burch Connoos :
 tuesday there was Eighty Carts Came in Loded with
 Provifion munday october the 2d the gard Came of from
 the Island thursday I [had] a Point of snakeroot tuesday
 October the 10th I had a Pound of Rafins October y^e 12th
 1758 Colonal Hart marcht of from Lake George down to
 faratoge to make a Bridge over the brook: friday October

y^e 13th I had a Point of melafses and a Cake of Chocolat
 y^e 23^d I had a Pound of Shuger & a Point of rum.
 Munday : oCtober y^e 16th there was a Hundred Carts
 Came up Loded with Bread tuesday they Eight Cannon
 & a great many Shells ; & there was a hundred wagons
 Came in and went of the Next Morning Loaded with Bat-
 toes. Wensday the Carts Came in at Night and we Left
 Mounting the main Gard. thursday the floop was onrigd
 and there went of too hundred Carts & wagons. agust ye
 23^d they funk the floop & the ark and funk Battoes all
 Day Long ; Col^o. Pribble and Col^o. Williams and Col^o.
 Nicols went of and hauld Battoes to fort Edward. Octo-
 ber y^e 25th we tore the store house Down and Cut all the
 Pickets and all the houses Down that there was at Lake
 George. October the 25th 1758. wee Marcht off from
 Lake George and Lodged in the Woods and it snowed all
 Night and all the Next Day and we marcht to fort Ed-
 ward and Campt there ; friday the Battoes Came from
 the half way Broock to fort Edward and a Saterdag to.
 october y^e 27, 1758 the general went from fort Edward
 to Albany ; funday we went up to the falls and hald
 Down Battoes Munday y^e 27th I went out a hunting and
 kild too Partridges : tuesday we hald Down Battoes ;
 Munday I had a Pound of shugar ; tuesday we marcht at
 too a Clock and got to fort Miller that Night November
 y^e 1st we hald the Battoes over the falls and we Got to
 Stilwater and we went over them falls and Lodgd on an
 island that Night the Next Day we got to Albany aBout
 three a Clock and then we went over to Green Bufh and
 Campt there that Night & y^e Next day. November y^e 3^d
 I had a Pound of Rasins, and a Pound of Shuger and
 a Pound of Chees &c. November y^e 4 we marcht from
 green Bush and marcht to Godeneres Sunday we marcht
 to our Province and had a meals victuals at Robinfes and
 the Next Morning we marcht four mile and then went to
 Brefast : and then we marcht to Davises and went to
 dinner and then we marcht to the Green woods and eat a
 fupper and a Brefast 7 we marcht through the Green
 woods and got over Glasco and eat three meals that day.
 y^e 8th I marcht to Brimfield and eat four meals that day.

y^e 9th we marcht to and twenty mile and eat but four meals that Day y^e 10th it snowd very hard and we marcht that Day to Worcester and eat but five meals y^e 11th we marcht to Concord y^e 12th we marcht to Andover y^e 13th we marcht home.

Newbury June y^e 20th 1759 we kild a Bear and the Pigeons ware very thick that year.

Newbury March, Apr. & May 1764 I Killed Sixty & four gray geese.

LETTERS WRITTEN DURING THE REVOLUTION BY CAPT. JOHN NOYES
OF NEWBURY.

FROM THE ORIGINALS IN THE POSSESSION OF
ELWELL NOYES OF SALEM.

[torn]elfea August 9th 1775. Mrs. Noyes I imbrace this oppertunity to Let you know that I am well through Divine Goodnefs & I Hope these [torn] Will find you In Health. I heard that you Ware Very much Surprised att the Death of your Husband But I Deire to Blefs God for His Preserving Goodnefs to me ward & that you Heave had the News to the Contrary. I injoy a good State of Health I Hope you will make your Self Easy I hope that I Shall Be Preserved & in Gods time [torn]e Returned to you & my Family in Health and Peace I was yesterday up to See Amos & he is a Getting Better I heave [torn]t much News to tell you Not til I Come Home and then I Will tell It Verblely I want to See you Very much and Should be Glad to [torn] you But I Cannot att Present I Intend to Come Home as Soon as I Can. there was a house Burnt att Penny ferry Laft Sabbath Evening there was a fmall Company of men from Lynn which Guarded att that Place But there Cap^t was Gone Home and Some

of there men was from Home and almost all the Rest that was Left Behind Run Some one way & Some a Nother I believe there was too or threë that Did Not run this fire was occasioned by too floating Batterry & one Barge full men we do Expect that we Shall Intrench at Cap^t Green' Hill In a few Days, & by & by we Shall With Divine Permission Ingage With them from Every quarter [torn] time to Write So No More at Presen[torn] Your Ever Loving Husband til Death [torn]

P. S. I want to See my Children and all th[torn]
Give my Love to all Brothers & Sisters [torn]

[Reverse] To

Mrs. Mary Noyes

Att Newbury Old Town.

Chelfea Sep^t y^o 12th 1775.

[torn]ear I thought to Come home & See you Last Saterdag or Munday But Providence has order^d It otherways I Could Not Be Permitted Because there is a General Parade this Week & the Colon^l told me that I must [not] Go Home til after then. But we heave Not Peraded as yet But I Expect that we Shall to Day or to Morrow there Cannot But one officer be absent at one time and the Coloⁿ Says that I Shall Go the Firft that Does Go and I Expect to Come & See you this week If Nothing turns up Contrary to my Expectation. I Hope that will Make your Self Eafey a Little While and by the Leave of Providence I will Come, for you do Not Long to See me More than I doo to See you & my Children I Hope Something will Turn up in our favour there Seemes to be Something a brewing thats [torn] favorable by accounts from Boston and from the Southward [torn] was a high Liberty man In England that wrote to a friend jn Boston that there was No More troops Coming from London. that might be Depended upon. also that the People With Lord wilks Waited on his majesty Concerning the american affairs. General How Servant Came to us Last Saterdag he Says there is Seven thousand men jn Boston and Round Boston He Says Gen^l How has got Spirit Enough to go out

against us but he has Not men Enough. mr. Chafe is wait-
ing for the Letter So No More I Remain Your Loving
Husband John Noyes.

Ifaiah is well & the Company Is well all except too or
three.

[Reverse]

To

Lieut. John Noyes
Newbury old town

by favour of mr.
Thomas Chase

with Care and
Speed.

Mrs. [torn]es there is an oppertunity Prefents and I
imbrace it With the Greatest Pleasure imaginable although
I am at a Distance From you yet my Mind is Present With
you and I should Be glad to see you and my Family But I
Doe Not Expect it at Present. But I Expect according
to What you Have Sent me, I Expect if you are well that
you Will Come and See me Before Winter which I Should
be Very Much Pleas^d With and I Hope we Shall Injoy
much satisfaction and Pleasure in Each other. Pray Send
Me Word when you will Come and I will Come and meete
you at Simondses the Sign of the Bell at Salem or at
Newels tavern at Lynn but I want to know What Day you
will Come and if that Day Should be a foul Day whether
you will Come the Next Day or the Next Day after. we
Have No News at this time I Believe there is no more
troops Come yet. and I wish you wou^d tel mr. Joseph
toppan wife that there has Not any Boat Past this ferry
Since I Came from Newbury but we Expect one Next week
& I will Send her Letter the first oppertunity. I hope you
are well and my family & Parents and Brethren So No
More I Remain your Constant friend & Loving Husband
John Noyes.

Chelfea octob^r 21st 1775.

Mrs. Prats family Remembers there
Love to you & wants to See you.

[Reverse]

To

Mrs. Mary Noyes
att Newbury old town.

Chelfea Decemb^r y^o 30th 1775.

Mrs. Noyes I am well through the Goodness of God and I Hope these Lines will find you and my family well. I Wish you would Send word By Jacob whether you are Like to Send the Barrel that I talkd of Getting and Sending By Moody or If moody Is a Coming the Beginning of the Next week [torn] Jacob to Come So as to be Down as Soon as he Can after him. the Vessels that I told you of in my Letter is Not true I Believe that the Difficulty about a Certain officer will be Decided for he is a going home this week [torn]e heave Not Drawed any Mony yet for me. the Soldiers haue Drawd [torn]e months advance Pay, and the mony for the Blankets and I have [torn] aught one for Jacob our troopes ware a going to take Bunkers Hill [torn]husday Night But the Ice was Not Strong Enough to Bear them, there [torn]re too or three mortar Beds fitted at Leachmore Point and if Providence Permits there will Something done within a fortnite God Grant that we might have Sufcess I have Not Seen Amos for I was on Guard on fryday and on Court martial on Saturday. So Nor more at

I remain your affectionate and Ever Loving Husband.

John Noyes.

[Reverse]

To

Mrs. Mary Noyes

att Newbury Old town.

. . . Send by this Post for I pay him for Carrying and for fetching the Sergeant & asked him to joyn them and he mentiond it to the General and his Excellency told him to joyn them and to Carry it on as far as he Could and to Let him Know from day to day what Progrefs they made which by all account he did & the Serjant told his Excellency that it was gon as far as it would Bear this was Last friday or Saturday att three o'Clock the guards ware mustred and Sent all over town there was I think Seven of the Gn^l life guard and Several other Soldiers Some of the train the Lord mayor of this City was att the head of all

JOURNAL OF JOHN NOYES OF NEWBURY
IN THE EXPEDITION AGAINST
TICONDEROGA, 1758.

FROM THE ORIGINAL MANUSCRIPT IN THE POSSESSION OF
ELWELL NOYES OF SALEM.

A JORNAL OR MEMARANDOM

April y^e 4, 1758 I Inlisted my Self under Captain Joseph Newell then I received five Dollars : May y^e 7th I had Eight Dollars more. May y^e 25th I Received too Dollars of my Billety Mony ; May y^e 27th we marcht of to Andover ; and from there too Bilrica ; and from there to Concord ; and from there to Malbory ; and from there to Wooster and we Stayed too Days and we Stayd four our billety and we got won Dollar and he told us that we Should heave it at North hamton and we went to Lester June y^e 4th we went to meeting at Broockfield and from there to wier River and from there to Cold Spring and from there to hadly and then over the ferry into North hamton, and we stayd there a week and we Coold not Get our billety and we Marcht of without our biletty and he told us that should heave it at green Boosh and And we marcht and we Came to Pantusick fort and then we came to a garrison and then to Greenboosh and there we Stayd a week June y^e 20th I had a Point of rum that was five ihillings June y^e 25th I had a Nother Point of rum Saterday July y^e 25th there was a man Killed and a Nother wounded Sat June y^e 25th we marcht from Snacaty to the Kings ferry and then to the half moon and we Stayd there too Days tuesday we went to Stilwater wensday we went to Saratoge thusday we got to fort Edward Saterday July y^e 1 we Got up to lake

George and they had Got every thing redly to go of all there Cannon loded to go: of: July y^e 5th we march and the Lake was fool of battoes and we went up and July y^e 6th we landed and rogers Killed six Indians and the french run and they Killed Some and there Came about three thousand french out upon us, and we drove them and we Killed a hundred of them and tooock a hundred of them July y^e 7th we marcht a little afore Sun Set and we waded over a river to join the battallion and we had got about half way and was Lost and we Could Not find them and we Stood to arms all Knight and the Next Morning we marcht to Join the Battallion July y^e 8th we marcht up to the Sawmill and from there to the brest work and we marcht up In a String that was too mile long and we marcht up to the french and begun to fight, and they begun about Noon and they Kept a Continual firing while Sun Set there was no Sessation arm Not won minuet and we came of to the brest work and all the Rigulars Came of and all the rest & left us behind and we was Ralied about midnight and we Stayd while all the wounded ware Carried by us and then we Came of and we got down to the Lake about Sun rise and we got all into the Battoes and we Lost about too thousand men and we Could Not tell how many french we Killed but we kild Some Con- siderable of them July y^e 9 we Came of and we got Down that Night July the 15th Major Rogers Brought in three Prisoners July y^e 16th Mr. Cleaveland Preacht a sermon to us and his text was in luke the 13th ch. and 2 & 3 Verses: and in the after Noon twas in the 33d Chapt of Ezekiel and the Eleaventh Verse. Munday we made a brest work all round us. tuesday there was a gard went down to the half way Broock and there was twenty Killed July y^e 25 there was a man hanged and he hung all Day: July y^e 25th I had a Point of rum and half a Pound of Shuger and half a Cake of Chocolat July y^e 27th there was thurty men Killed and twelve Women and Childred kild and a hundred and thirty oxen and major Rogers went out upon a Scout to the south Bay and a Saterdag there went out thirteen Hundred after them Sunday there went out Eight hundred after the rest there was seven

hundred of our men killed ; and thirteen hundred wounded
 In the fight Monday august the 7th I went down to the
 half way Broock, and there was a man Drowned in the
 after noon in the Lake tuesday there was too men Killed
 and Scalpt Tuesday there was a french man Came in to
 lake Gorge: august Wednesday y^e 19 I had a Cake of sope
 that was won shilling: august y^e 10th they Lancht the
 Vessel Saterdag august the 13th there was won man
 Killed another a fighting and David Jaquis was under
 gard three Days : : Major rogers Came in with fifty scalpt
 and a Duch man he came in the 13th Day of august; and
 went out the fourteenth Day of August; august y^e 15th
 1758 general mun Calm fent a Present to general abba
 Cromba and y^e Presfent was a Dear and some stringed
 Beens august y^e 19th there was five men went up to
 Crown Point and Cecth a french man and killed too more
 Sunday August the 20th there was too french men came
 in to Lake George and a Post Came in to Lake George
 and told us that CaPretoon was taken august the 21 I had
 half a Point of snake root & august y^e 25th I had a Point
 of rum. the 26th I went down to the half way Broock
 and stayed there fifteen days September the 2^d major
 rogers went out upon a scout and the sloop saild for
 tiConderoga and there went that day too great Cannon
 and thirty Carts Loded with balls up to the Lake Septem-
 ber the 11th we garded up Eighty Carts to the Lake Sep-
 tember the 9th there was fventy Cart Came up to the
 Lake loaded with Provision Munday September y^e 11th
 1758 Brosfred took a fort at Catarocka thursday I took
 up a Pound of Sope and a Point of Rum & a Pound of
 Shuger. Munday September y^e 25: 1758 I had a Point
 of wine and a quart of molasses. Saterdag there was
 fixty Carts Came up with Provifion: Sunday there was a
 Scout went out and they Brought in too Burch Connoos :
 tuesday there was Eighty Carts Came in Loded with
 Provifion munday october the 2d the gard Came of from
 the Island thursday I [had] a Point of fnakeroot tuesday
 October the 10th I had a Pound of Ralins October y^e 12th
 1758 Colonal Hart marcht of from Lake George down to
 faratoge to make a Bridge over the brook: friday October

y^e 13th I had a Point of melafses and a Cake of Chocolat
 y^e 23^d I had a Pound of Shuger & a Point of rum.
 Munday : oCtober y^e 16th there was a Hundred Carts
 Came up Loded with Bread tuesday they Eight Cannon
 & a great many Shells ; & there was a hundred wagons
 Came in and went of the Next Morning Loaded with Bat-
 toes. Wensday the Carts Came in at Night and we Left
 Mounting the main Gard. thursday the floop was onrigd
 and there went of too hundred Carts & wagons. agust ye
 23^d they sunk the floop & the ark and sunk Battoes all
 Day Long ; Col^o. Pribble and Col^o. Williams and Col^o.
 Nicols went of and hauld Battoes to fort Edward. Octo-
 ber y^e 25th we tore the store house Down and Cut all the
 Pickets and all the houses Down that there was at Lake
 George. October the 25th 1758. wee Marcht off from
 Lake George and Lodged in the Woods and it snowed all
 Night and all the Next Day and we marcht to fort Ed-
 ward and Campt there ; friday the Battoes Came from
 the half way Broock to fort Edward and a Saturday to.
 october y^e 27, 1758 the general went from fort Edward
 to Albany ; funday we went up to the falls and hald
 Down Battoes Munday y^e 27th I went out a hunting and
 kild too Partridges : tuesday we hald Down Battoes ;
 Munday I had a Pound of fhugar ; tuesday we marcht at
 too a Clock and got to fort Miller that Night November
 y^e 1st we hald the Battoes over the falls and we Got to
 Stilwater and we went over them falls and Lodgd on an
 island that Night the Next Day we got to Albany aBout
 three a Clock and then we went over to Green Bufh and
 Campt there that Night & y^e Next day. November y^e 3^d
 I had a Pound of Rasins, and a Pound of Shuger and
 a Pound of Chees &c. November y^e 4 we marcht from
 green Bush and marcht to Godeneres Sunday we marcht
 to our Province and had a meals victuals at Robinfes and
 the Next Morning we marcht four mile and then went to
 Breccfast : and then we marcht to Davises and went to
 dinner and then we marcht to the Green woods and eat a
 supper and a Breccfast 7 we marcht through the Green
 woods and got over Glasco and eat three meals that day.
 y^e 8th I marcht to Brimfield and eat four meals that day.

y^e 9th we marcht to and twenty mile and eat but four meals that Day y^e 10th it snowd very hard and we marcht that Day to Worcester and eat but five meals y^e 11th we marcht to Concord y^e 12th we marcht to Andover y^e 13th we marcht home.

Newbury June y^e 20th 1759 we kild a Bear and the Pigeons were very thick that year.

Newbury March, Apr. & May 1764 I Killed Sixty & four gray geese.

LETTERS WRITTEN DURING THE REVOLU-
TION BY CAPT. JOHN NOYES
OF NEWBURY.

FROM THE ORIGINALS IN THE POSSESSION OF
ELWELL NOYES OF SALEM.

[torn]elfea August 9th 1775. Mrs. Noyes I imbrace this opportunity to Let you know that I am well through Divine Goodness & I Hope these [torn] Will find you In Health. I heard that you Ware Very much Surprised att the Death of your Husband But I Deire to Bless God for His Preserving Goodness to me ward & that you Heave had the News to the Contrary. I injoy a good State of Health I Hope you will make your Self Easy I hope that I Shall Be Preserved & in Gods time [torn]e Returned to you & my Family in Health and Peace I was yesterday up to See Amos & he is a Getting Better I heave [torn]t much News to tell you Not til I Come Home and then I Will tell It Verblely I want to See you Very much and Should be Glad to [torn] you But I Cannot att Present I Intend to Come Home as Soon as I Can. there was a house Burnt att Penny ferry Laft Sabbath Evening there was a small Company of men from Lynn which Guarded att that Place But there Cap^t was Gone Home and Some

of there men was from Home and almost all the Rest that was Left Behind Run Some one way & Some a Nother I believe there was too or three that Did Not run this fire was occasioned by too floating Batterry & one Barge full men we do Expect that we Shall Intrench at Cap^t Green['] Hill In a few Days, & by & by we Shall With Divine Permission Ingage With them from Every quarter [torn] time to Write So No More at Presen[torn] Your Ever Loving Husband til Death [torn]

P. S. I want to See my Children and all th[torn]
Give my Love to all Brothers & Sisters [torn]

[Reverse] To

Mrs. Mary Noyes

Att Newbury Old Town.

Chelsea Sep^t y^e 12th 1775.

[torn]ear I thought to Come home & See you Last Saterday or Munday But Providence has order^d It otherways I Could Not Be Permitted Because there is a General Perade this Week & the Colon^l told me that I must [not] Go Home til after then. But we heave Not Peraded as yet But I Expect that we Shall to Day or to Morrow there Cannot But one officer be absent at one time and the Coloⁿ Says that I Shall Go the Firft that Does Go and I Expect to Come & See you this week If Nothing turns up Contrary to my Expectation. I Hope that will Make your Self Eafey a Little While and by the Leave of Providence I will Come, for you do Not Long to See me More than I doo to See you & my Children I Hope Something will Turn up in our favour there Seemes to be Something a brewing thats [torn] favorable by accounts from Boston and from the Southward [torn] was a high Liberty man In England that wrote to a friend jn Boston that there was No More troops Coming from London. that might be Depended upon. also that the People With Lord wilks Waited on his majesty Concerning the american affairs. General How Servant Came to us Last Saterday he Says there is Seven thousand men jn Boston and Round Boston He Says Gen^l How has got Spirit Enough to go out

against us but he has Not men Enough. mr. Chafe is waiting for the Letter So No More I Remain Your Loving Husband
John Noyes.

Haiah is well & the Company Is well all except too or three.

[Reverse]

To
Lieut. John Noyes
Newbury old town

by favour of mr.
Thomas Chase

with Care and
Speed.

Mrs. [torn]es there is an oppertunity Prefents and I imbrace it With the Greateft Pleasure imaginable although I am at a Distance From you yet my Mind is Present With you and I should Be glad to see you and my Family But I Doe Not Expect it at Present. But I Expect according to What you Have Sent me, I Expect if you are well that you Will Come and See me Before Winter which I Should be Very Much Pleas^d With and I Hope we Shall Injoy much satisfaction and Pleasure in Each other. Pray Send Me Word when you will Come and I will Come and meete you at Simondses the Sign of the Bell at Salem or at Newels tavern at Lynn but I want to know What Day you will Come and if that Day Should be a foul Day whether you will Come the Next Day or the Next Day after. we Have No News at this time I Believe there is no more troops Come yet. and I wish you wou^d tel mr. Joseph toppan wife that there has Not any Boat Past this ferry Since I Came from Newbury but we Expect one Next week & I will Send her Letter the first oppertunity. I hope you are well and my family & Parents and Brethren So No More I Remain your Constant friend & Loving Husband
John Noyes.

Chelfea octob^r 21st 1775.

Mrs. Prats family Remembers there
Love to you & wants to See you.

[Reverse]

To

Mrs. Mary Noyes
att Newbury old town.

Chelfea Decemb^r y^o 30th 1775.

Mrs. Noyes I am well through the Goodness of God and I Hope thefe Lines will find you and my family well. I Wish you would Send word By Jacob whether you are Like to Send the Barrel that I talkd of Getting and Sending By Moody or If moody Is a Coming the Beginning of the Next week [torn] Jacob to Come So as to be Down as Soon as he Can after him. the Vessels that I told you of in my Letter is Not true I Believe that the Difficulty about a Certain officer will be Decided for he is a going home this week [torn]e heave Not Drawed any Mony yet for me. the Soldiers haue Drawd [torn]e months advance Pay, and the mony for the Blankets and I have [torn] aught one for Jacob our troopes ware a going to take Bunkers Hill [torn]husday Night But the Ice was Not Strong Enough to Bear them, there [torn]re too or three mortar Beds fitted at Leachmore Point and if Providence Permits there will Something done within a fortnite God Grant that we might have Sucfess I have Not Seen Amos for I was on Guard on fryday and on Court martial on Saturday. So Nor more at

I remain your affectionate and Ever Loving Husband.

John Noyes.

[Reverse]

To
Mrs. Mary Noyes
att Newbury Old town.

. . . Send by this Post for I pay him for Carrying and for fetching the Sergeant & asked him to joyn them and he mentiond it to the General and his Excellency told him to joyn them and to Carry it on as far as he Could and to Let him Know from day to day what Progrefs they made which by all account he did & the Serjant told his Excellency that it was gon as far as it would Bear this was Last friday or Saturday att three o'Clock the guards ware mustred and Sent all over town there was I think Seven of the Gn^l life guard and Several other Soldiers Some of the train the Lord mayor of this City was att the head of all

this who Now is in Irons and one more. it is Said the Later is turn^d Kings Evidence and has Brought out Several hundred Some yorkers and Some att Long Island and Some in the Country they have got forty in Goal at New York and twice as many more under Guard there is Several Companies out in Perfuit after the Reft Mofes Pigeon was one No Doubt all the Soldiers will be put to Death I Could have wrote more But there is a vast many Stories about the matter I have Not heard anything this Morning I have sent four Dollers to my father inclos^d in his Letter I Sent five Dollers in a letter by M^r Joseph Littel to you Pray Give it to father if he wants it More than you. I Did not mention this mony in that Letter for I had Not time I again Say I want to see you and my family Give my Love to my Children and Parents Brothers and Sisters and friends if any

[torn] this week I have [torn]
 Not do without g[torn]
 fruit is dear they [torn]
 a Copper Lieu [torn]
 I Shall write m[torn]
 Affectionate Huf[torn]

Jacob is well an[torn]
 Isaiah and all [torn]

[Reverse] To
 L^t John Noyes of
 Newbury Old town
 in new England.

My Dear the times Look Dark there is one Hundred and thirty Sail of Vessels att the Narrows about 8 mile from York they have Landed on Straten Island I Believe they have Not more than 10 thousand troops at Present this Island is 18 miles in Length they have Procured the Greateft Part of the Cattel and Sheep that was on that Island which was Some hundred Some of the inhabitants Sign^d for Goverment and Some have Got off it apears that

we Can Get them of that Place. it is furrounded with water. this Island Makes the west Side of the Harbour and Long island the East side. Last fryday y^e 12 of July two of y^e [faded] Ships and the tenders Came up by the town which Cauf^d a Heavy Fire from the City and also from the Jerfes which Shater^d their Riging Considerably But they went by the City and went up the North River which Leads to albany they past by a fort by Kings Bridge where they ware oblig^d to Receiv^d 12 Shot But they Past that fort So that they are about 25 miles up the river from y^e City they intend to cut of our Comuncation to Albany we Expect that Lord How will be hear Every Day I wrote to you Concerning the Plot that the tories carring on there was one man Hang^d y^e 28 of June and it is Judg^d there will Be Several more Executed the Lord Mayor of the City is Most Criminal Gilty he will Swing for it there is a good many of them in jail and Confin^d there was 3 hundred Gather^d togather in the Country but the Militia was Raifed and they Dispers^d but they Catch^t 70^{ty} of them and Confin^d them there was two of our men Shot by them from there Cellar windows in the City as they Stood Sentry one was Shot in the flesh and like to [torn]

not [faded and torn] Enemies in the front and traitors on the Back However I Hope we Shall Conquer all our Unnatural Enemies we are in high Spirits although too Ships are gone up the River. I wish they ware all there to there is some Preparing for these two we have fire rafts almost Ready to Send among them if the Kings troops had try^d for New York instead of Boston Last year they would have Caried the Point it Seemes without Much Refistance But [torn] almighty God has ordered it otherways in his alwise Providence however I Expect they will try for this Place as Soon as they are Recruted I Expect it will be warm work we had Six men Kil^d by our own Cannon th [torn] Day the Ships went by the City the Gunner tucht fire to the Cannon wh[torn] ware Loading which Blow^d them all in Pieces. the other done by Loading without Swabing the gun out I hope it will make them Look out for time to Come. we Expect Some more Ships will go up the River to morrow. we are I hope Ready to Receive

them [torn] we have between 30 and 40 thousand men in this army

[written on side of paper]

Mr^s Noyes you Sent for a present in tea I am Sorry that I Can^t Pleasure you with Some I was in town yesterday and it is a Shilling a pound and Not to be had for the inhabitants have moved out Since the fleet ariv^d Lord [torn] But three Ships [torn] the Ri[torn] of his fleet is I Can^t [faded and torn]

[Reverse]

To

Lieut. John Noyes att

Newbury Old town this with

In New England care.

New York July y^e 17, 1776.

My Dear I again Compose my thoughts to Write one More Letter to you. But why should I write to the Best of Creatures when I only trouble you with Reading what you wont Believe I Have told you that I Long^d to See you my tongue as well as my Pen has Declared it. My Dear If you think of me half as often as I do of you it would Be a great Part of your time, for you are scarce out of my thoughts for when I am asleep my Mind is Rov- ing after you But I Cannot find you only in Imagination I Hope that you Retain Something of the Like Nature in your Breast. But I would Not Have you Be anxiously Concerned about me. I remember rite you Caution^d me against the Bad women at New York I would Have you take the Same Caution I Hope that you wont forget the Vows that you Have Made to me for my Part I wou^d Sooner have my Heart torn from my Breast than Harbour a wish for any other woman than my Molle Shee is my Delight my thoughts are all after you I hope the time will Come when I Shall Come and See you and join hands with you my Dear as we have our Hearts before. I Remember that you Reminded me of a Kifs that you had Since We Parted at Chelsea If I had Been in his Place one kifs would Not have Served my turn. But I hope it

will His. However If he takes too one for me and one for himselfe I Shall Not think much of it if he is worthy Well what Shall I Say Next for I have an hundred things Crouding in upon me While I am writing to the Best of Creatures my Dear I Receiv^d your Letter the 12 of July that was Dated the 2^d wherein you mention that your Babe is Not well and your Self also. But I Hope these few lines will find you and your [torn] Comfortable and well as they Leave me. But for this weeke Past I Have had a tedious Bad Cold But am Now Comfortable I Sent a Letter by M^r Joseph Littel that had five Dollars Seal^d up in it about a Month agoe But you did Not Send in yours whether you had Receiv^d it or Not I Should be glad that you would mention it whether you did or Not in al the Letters that you Send me I have Sent you 8 dollers one time and five another time and four to my father this is all the mony that I have Sent from New York my father Mention^d in the Letter that he wrote to me that he Receiv^d four Dol^r I Sent it Seald So as to Save Postage for they ask one Shilling for Carring 20 But I Shall Send Some by the Post this time if I Can Get it which I Expect if we are Not Cal^d to Battle

turn over

Our Company is well through mercy I havnt had opportunity to Speak to Col^o Baldwin Concerning Jonathan Pettingall I hope to rite again Soon.

Jacob Sends his Love to you and all the family Pray
for us. Amen.

[torn] Sent a flag of truce up to the City Last Sunday I have^{nt} hear^d what was in it—it is said that he Came to Settel matters But we have Declar^d independency and that has Broke all up I believe that General Wafhⁿ Would be Glad they wou^d attempt to Land against the City. Every Regiment has a wagon Loaded With Cartridges Ready to follow and Supply us in Cafe we Shou^d want. My Dear I have Sent fourteen Dollers in this Letter and 18 dollers by the Post. wont this Do for a present if Not you Must wait til I Come and I will give you a Better one if you Please I Should be Glad to be in your imbraces. Sure I Shou^d think my Self almost happy But I must Not inlarge I want to See my Children and Parents and friends

if I have any Pray Rememb^{er} Me to all my Brethren and Sisters. I hear M^r Parsons is unwell there is But Littel Regard Paid to the Sabbath in this Country they will Ride about to See fashions go a fishing and the Negroes to market but there is Some fine Preachers in New York sometimes I think we are given up But God has Some thousands in america which have not bow^d the Knee to Baal I Believe my Dear Pray for me Pray for your self also and for My Children that God would Give us a heart to fear him and to Know Jesus Christ and the Power of his Resurrection. it appears that we Shall have a most terrible Seige if they attempt to Land against this City Dont Lett your heart be troubl^d trust in God and Look to him for all you Stand in Need of I Expect we Shall go Go to the City in a few Days we are in good Spirits the Lord Protect you and me also if it is the will of God I hope that I Shall Live to See you all in his time. I Expect to Draw a months Pay next week I write No More att Present I am your affectionate Husband

John Noyes.

Give my Love to my Dear Children.

my Duty to my father and Mother.

I have Sent 18 dollers by y^e Post

. . . Wounded several hundred of them our Loss was Eight Kil^d and about twenty wounded. The General Return^d the Brigade his most Hearty thanks in the Grandest Stile for Their Coolness, Calmness and Spirit in time of action the Enemy attempted to force our Lines on York Island 27 Oct and Brought two Ships opposite the Lines and fir^d Like fury at the [sa]me time their troops Came up But we got some thirty-two pounders to play upon the Ships and they ware oblige to tow the Ships off Stern foremost. We Drove them from the Lines also their Loss was one hundred kil^d & wounded our Loss was one kil^d and two wounded only. 28 a part of our army and a part of theirs Ingag^d in Battle as warm perhaps as Bunkers hill but Not So Long our Loss was upwards of one hundred Kil^d [torn]d wounded, the Enemy Loss it is Said

was by account from [torn]rters above five hundred we have taken a good many pr [torn]ers. Deserters Come to us every week or oftener. this is [torn]lace where almost all are tories the British troops Land^d near froggs-neck up the Sound and have advanc^t over to the North river at Dobbs Ferry. But they heave mov^d off the 12 of November and are suppos'd to be gone to Kings Bridge where [torn]e Expect there will be a Bloody Battle in a few days if the Enemy attempts to Ingage for we have a Very Strong fort with five months provisions in it I think we have Been wonderfully preserv^d in all the Battles Excepting on Long Island our Loss has Been inconsiderable Confidering the many Disadvantages we have Laboured under.

John Noyes.

[Reverse] To M^{rs} Noyes theas Lines will Inform you that I am well hoping these will find you and [torn] ours So I give you many thanks for your notice of me in your Last hoping we Shall Live to rejoice with your and mine together in good time My Love to you and to all frinds hoping you will forgive me for past Neglect [torn] I take Leve to Subscribe mySelf your absnt frind.

Samⁿ Carr.

Newbury Jany. y^e 15th, 1778.

This may Certify that Benjamin Main Samuel Fowler & Samuel Gould Soldiers Belonging to Cap^t. Noyes's Company in Col^o. Samⁿ Johnfons Reg^t. of militia were in Battles two of which were kild the other wounded and is since Dead on the Seventh of october 1777 at Still-water.

the above mens guns were Loft

John Noyes Cap^t.

To

Col^o. Samⁿ Johnfen.

BAPTISMS IN WISCASSET, DAMARISCOTTA,
AND NEW CASTLE, MAINE, DURING THE
YEAR 1763, FROM THE RECORDS OF
THE OLD SOUTH CHURCH,
NEWBURYPORT.

COPIED BY ALICE B. G. BOYNTON.

BAPTISMS AT YE EASTWARD.

- Colby, Abel, Dolly, Molly, Spencer, Eliot; 4 chn. Rug-
gles, bp. at Witchcasset, Aug. 25, 1763.
- Foster, Mary, d. Nat[hanie]ll, bp. at Witchcasset, Aug. 25,
1763.
- Honywell, Thomas & Daniel, ss. Israel, bp. at Witchcasset,
Aug. 25, 1763.
- Boynton, Rachel, Pelatiah, Joshua, Mary, Pomroy, chn.
W[illia]m, at Witchasset, bp. Aug. 25, 1763.
- Metcalf, Anne and Ruth, ds. Jacob, bp. Aug. 25, 1753,
at Witchcasset.
- Sylvester, Rachel, d. Joshua, bp. Aug. 25, 1763, at
Witchcasset.
- Fairfield, Prudence Griffin, d. John, bp. Aug. 25, 1763, at
Witchcasset.
- Lambard, Dorcas, John, Abigail, 3 chn. Sherebiah, bp.
Aug. 25, 1763, at Witchcasset.
- Leeman, Jacob Smith & Samuel, 2 ss. John, bp. Aug. 25,
1763, at Witchcasset.
- Leeman, William, s. John, bp. Aug. 25, 1763, at Witch-
casset.
- Moor, Sarah, d., and Jonathan, s. John, bp. Aug. 25, 1763,
at Witchcasset.
- Forester, John and Sarah, 2 chn. James, bp. Aug. 25, 1763,
at Witchcasset.

- Chapman, Sarah, Kezia, Daniel, 3 chn. John, bp. Aug. 25, 1763, at Witchcasset.
- Averill, Ezekiel, s. Job, bp. Aug. 25, 1763, at Witchcasset.
- Noble, Mary, d. Arthur, bp. Aug. 30, 1763, at Dama[ri]scotty.
- Reed, Sarah, d. John, bp. Aug. 30, 1763, at Damascotty.
- Blackstone, Benjamin, John, Susanna, Mary, 4 chn. W[illia]m, bp. Aug. 30, 1763, at Damascotty.
- Rollins, Mary, John, Eliphalet, Nathaniel, 4 chn. Nath[anie]ll, bp. Aug. 30, 1763, at Damascotty.
- Rollins, James & Stephen, ss. Benja[min], bp. Aug. 30, 1763, at Damascotty.
- Hall, Abigail and Isaac, 2 chn. Sam[ue]ll, bp. Sept. 1, 1763, at Damascotty.
- Brown, Martha, d. James, bp. Sept. 1, 1763, at Damascotty.
- Winslow, Mary, d. Kenelm, bp. Sept. 1, 1763, at Damascotty.
- Hussy, Sarah, Margery, John, 3 chn. John, bp. Sept. 1, 1763, at Damascotty.
- Paterson, John, s. Sam[ue]ll, bapt. Sept. 1, 1763, at Damascotty.
- Nicol, Hannah, d. Sam[ue]ll, bp. Sept. 4, 1763, at New Castle.
- Hodge, Margaret & Henry, 2 chn. Henry, bp. Sept. 4, 1763, at New Castle.
- Turner, Benjamin, Sarah, Elizabeth, & Mary, 4 chn. Nehemiah, bp. Sept. 4, 1763, at New Castle.
- Greele, Jacob, s. Jacob, bp. Sept. 6, 1763, at New Castle.
- McCallaster, Mary, d. Archibald, bp. Sept. 6, 1763, at New Castle.
- Kennedy, Samuel Hodge, s. Fergus, bp. Aug. 22, 1763, at New Castle.
- Davis, Jennet, d. Eb[enezer], bp. Aug. 22, 1763, at New Castle.
- Cunningham, Margaret, d. W[illia]m, bp. Aug. 22, 1763, at New Castle.
- Homes, John, s. Hugh, bp. Aug. 22, 1763, at New Castle.
- Kennedy, Jane, d. W[illia]m, bp. Aug. 22, 1763, at New Castle.

- Hodge, Alice, d. W[illia]m, bp. Aug. 22, 1763, at New Castle.
- Waters, Samuel, s. Sam[ue]ll, bp. Aug. 22, 1763, at New Castle.
- Kennedy, Samuel, s. Sam[ue]ll, bp. Aug. 22, 1763, at New Castle.
- Cunningham, Sarah, d. John, bp. Aug. 22, 1763, at New Castle.
- Clark, Isabel, d. W[illia]m, bp. Aug. 22, 1763, at New Castle.
- Leiton, Hannah, d. Jonath[an], bp. Aug. 22, 1763, at New Castle.
- Cargill, Jane & James, 2 chn. James, bp. Aug. 22, 1763, at New Castle.
- Clark, James & Sarah, 2 chn. James, bp. Aug. 22, 1763, at Newcastle.
- Ball, Phebe, d. Sam[ua]ll, bp. Aug. 22, 1763, at New Castle.
- Randal, John, s. John, bp. Aug. 22, 1763, at New Castle.
- Hopkins, Mary, d. David, at New Castle, Aug. 22, 1763.
- Pribble, James, Olive, Ann, Susanna, 4 chn. Abra[h]am, bp. Sept. 8, 1763, at Witchcasset.
- Grey, Hannah, Sarah, William, 3 chn. Moses, bp. Sept. 8, 1763, at Witchcasset.
- Hilton, Isaac, s. Sam[ue]ll, bp. Sept. 8, 1763, at Witchcasset.
- Fowel, Rachel & Thomas, 2 chn. Bartholomew, bp. Sep. 8, 1763, at Witchcasset.
- Kincaid, Samuel, Mary, Ruben, Rachel, John, 5 chn. Sam[ue]ll, bp. Sep. 8, 1763, at Witchcasset.
- Stewart, Sarah, d. James, bp. Sep. 8, 1763, at Witchcasset.
- Grey, Ruben, Simeon, Mary, Elizabeth, chn. Eb[enezer], bp. Sep. 8, 1763, at Witchcasset.

ESSEX COUNTY NOTARIAL RECORDS,

1697-1768.

(Continued from Vol. XLIV, page 331.)

[1] Bond, dated July 4, 1722, for £500, between Joseph Davis of Amesbury, trader, and Caleb Spurrier of York, plumber. Said Davis to pay said Spurrier 10s. per annum "for each and every ton of Oar or Oares that shall be dugg & raised in or on any part of my land" in Amesbury, or the "twentieth part of ton of oar or oars when raised & made merchantable at the charge of the said Spurrier," Davis to have his choice. Said Spurrier to improve the work of mining at all seasonable times during the term of thirty years, and to pay just damages for "digging in any Corne field, orchard, mowing ground or Damnifying any building of the said Daveses." Witnesses: Jedediah Titcomb, and the mark of Elizabeth Titcomb. Acknowledged at Haverhill, Dec. 14, 1723, before John White, Justice of the Peace.

Indenture. Ralph Tonkin of Lynn, for £71. 5s. to John Coit of Marblehead, his right in "two Plotts of Ground Laid out to me by order of His Excellency Generall Philipps (to cure Fish upon) [2] situate upon the Eastermost Part of the Great Island of Canso in the Province of Nova Scotia," bounded by land of Capt. James Calley, John Pitts and Nicholas Rhymer." Dated: Aug. 15, 1723. Witnesses: Philip Johnson, Weston Clark, Richard Richardson.

Mortgage deed. John Coit for £40 "in good passable. Bills of Credit of this Province" to Ralph Tonkin, same property. Witnesses: Joseph Polang, Nathan Bowen. Acknowledged, Apr. 8, 1724, before John Calley, Justice of the Peace.

Protest. Capt. Edward How of London, mariner, commander of the ship Joanna, made declaration that "being lately arrived from the west Indies at the Port of Salem," on the 18th of May 1724, five of his men, viz. John Painter, mate, John Richardson, boatswain, Richard Houghtwell, George Sinkler & Edward Mitchell, sailors, "Illegally Deserted the s^d Ships Service & run away whereby the Ship was Detained nigh about three weeks time to the Great Detriment of the s^d Capt Edward How, his Partners & all Concerned." [3] Witnesses: Edward Thomson, Henery West. William Browne and Thomas Lasbbril, two of the ship's company, acknowledged the above facts. June 18, 1724.

Protest. Jethro Wheeler, jr. of Gloucester, fisherman, made declaration that being master of a sloop, Seahorse, about 29 tons, in the latter end of March or beginning of April last 1724, they sailed from Gloucester as far as the Isle of Sables, to the eastern end to a bank sometimes called Quero, where they caught 7000 fish. Returning to Gloucester they delivered the fare to Edward Harridine to dry and cure, and again sailed to Cape Sables where they caught between two and three thousand of fish but "ye wind proving very Contrary to goe homewards & y^e weather very hott insomuch that we were afraid our fish would Rott & be spoiled whereupon we bore up for Cansoe & went in and delivered our fare of fish to a Neighbour of ours, viz : Capt. Robinson to dry for us, then went out & Sayld to y^e banks againe and caught abought Twenty Seven hundred of fish & y^e wind being contrary & we standing in need of Water, we stood in for Cansoe to recruit, where we arived y^e 21 Day of August." They sailed for Gloucester Aug. 22, 1724, arriving Sept. 2, with their fare of "Green fish," and the only reasons for delay were the contrary winds and need of water. Sept. 3, 1724.

Protest. Capt. William Dericott, commander of the ship Granveil, made declaration that on Oct. 22, 1724, he sailed from Newcastle, N. H. for Lisbon and "when about 27 leagues distant from s^d port of New Castle y^e s^d ship suddenly sprang a leake (tho good weather) whereby they

were foret to keep both pumps dilligently going & yet cou'd very Scarcely keep her free & from Sinking so that his Crew were [so] very much Tyrd that he was sustained to make y^e best of his way for the next convenient Harbour as y^e wind might fauor whereupon on y^e 24th Day of y^e same Month he reached y^e Harbour of Marblehead in New England & whilst they were coming to an Anchor they had three foot water in y^e Hold insomuch that he was foret to procure a Doz hands to keep her from Sinking (ye Crew being Tyrd out as afores^d).” [4] Witnesses : Tho : Jans, jun^r, Thomas Fernam. Oct. 26, 1724.

Protest. Richard Hogg, mariner, and chief mate to Capt. William Darricot on board the ship Granvill, Humphrey Blackmore, carpenter, of the same, and John Leidlow, boatswain, made declaration that on Oct. 22, 1724, they set sail with Capt. Darricott for Portugal, etc. Witnesses : Jn^o Lancey, James Wise. Dated, Oct. 27, 1724.

Protest. Capt. William Taylor, commander of the ship Bacchus of Bristol, Eng. made declaration Nov. 26, 1724, that “lying with his said ship at y^e publique Wharf at Winter Island within y^e limits of Salem, loading of dry fish there & being nigh loaded, having about fifteen hundred Kentalls on board on y^e 23 of November Instant we Halld off into y^e Harbour or road & there arose y^e night following a vehement Tempestuous storm at about E. S. E. & from thence to y^e Southeast so that on y^e 24th of y^e same month it forceably drove y^e ship on shore tho Two anchors a head as was y^e unhappy lot of severall others who were put ashore y^e same storm by reason of which our ship had considerable water in y^e Hold and remains yet leaky [5] so that probably there is Damage done to y^e Cargoe.” Witnesses : Mitchell Sewall, Paul Woodbridge. Sworn to by William Chaplin, William Williams and Ephraim Harris who were on board.

“Nevis. Reced Oct. 4th, 1723 From John Peckman £23 : 14s : on account of Col. John Turner of Salem to be shipped by the first opportunity for Boston or Salem in good sugar or mallaces p^r Nic^{ho} Burrough.”

“ Lyndhurst, March y^e 3^d, 1722-3

“ Hon^d Father:

I Reced your Letter wherein you Told me you would have me Come to New England to you which if God permitt I Doe Design to be with you next fall from Newfoundland for I haue put my Chest on Board M^r Burte of Lymington to go with him thither. I went and Spake with M^r Benney according as you ordered me and he Could Tell me of no Passage unless it wase from London or Bristol and That Could not Doe withoute a Greate Expence and So I thought to Come that way would be best So no more at present but my mother remembers her kind Love to you and my Brothers their humble Duty with my own who am your Duttyfull Son

John Dampney.

“ Remembe my Kind Love to Johnson Franklon. Tel him his mother is Dead and have been ever Since last Micklemass and She have Left a small Estate if he Comes to it in Three or four years Elce he will lost it for is mother have Left it after that maner to him. John Haines Remembers kindly to you and To Johnson Franklon.”

Salem, Mar. 10, 1723-4. John Dampney made oath before William Gedney, Justice of the Peace, that he sent this letter to his father, William Dampney, then in New England in answer to a letter from his father for the son to come to New England.

Salem, Nov. 11, 1724. Johnson Franklon made oath before same, that “ John Dampney now In Salem In New England is the Reputed Son of William Dampney of Lyndhurst parish in Great Brittain who Lately Died In Salem. I know It full well for I Liued in y^e Same parish of Lyndhurst where they Liued.”

Salem, Jan. 4, 1724-5. William Mooreing made oath before same, that he is “ acquainted with that family and haue had Trading with his s^d father William Dampney.”

[6] Protest. Capt. James Arnall of Boston, mariner, commander of the sloop Swallow, of North Carolina, made declaration that on Feb. 3, 1724-5, he set sail from Boston for North Carolina and when “ he came nigh & on y^e Said

Coast of Carolina y^e winds & weather proved so stormy & violent that he could not adventure over any Barr but was foret to keep without y^e broken land & so stood to & froe y^e wind very high & stormy, at last he came to an anchor & y^e wind & Sea rising yet higher his Cable parted & lost his anchor & then let goe another & lost that alsoe, & then beat upon that coast Trying for a harbour severall dayes longer, but having lost his other anchor which was his last anchor having no other on board & y^e wind proving very tempestuous & Stormy being westerly he was foret to bear up for New England meeting chiefly with very stormy Tempestuous weather all y^e time he was out whereby his vessel was Much weather beaten boatsprit carried away & severall of y^e chain plates broke & that on y^e 15th Day of March Instant he ariued at Glocester alias Cape Anne being y^e first Harbour he could obtain & meeting with an acquaintance of his at y^e entrance of y^e said Harbour he borrowed an anchor & so went up into y^e Harbour & came to anchor there & saved his s^d sloop." Sworn to by Sam^l Blacklach, mate of the sloop. Mar. 17, 1724-5.

Protest. Capt. Eleazer Delarue, commander of the brig Peace, of Gurnsey, made declaration that on Mar. 9, 1724-5, he sailed from Weymouth, in Great Britain, bound for Pennsylvania, and when, on Apr. 7, 1725, in or near latitude 40, "about 70 Leagues to y^e Westward of y^e western Island he Mett with a violent Storm of Wind which veerd from y^e S. West to y^e N. N. West & blew so excefsiue hard that Raised y^e Sea So very high as broke upon us Dangerously & at length laid downe our Brigg all on one Side so as to shift y^e Ballast in y^e Hold whereby we were in great Danger of loosing our vessel & Cargoe & liues To saue which wee were foret to Cutt away our main mast & lost our mainsail Main Topsail & other Small Sayles & much Rigging & Tackle washt overboard: y^e hhds of beer staved y^e Binnacle carried away & many other things & what other Damage we may haue received in y^e Hold we cannot yet Tell & that by y^e help of Jury masts we made a shift to get into Marblehead harbour be-

ing ye first-place we could obtain as y^e winds were, & being so poorly masted & sayld." [7] Witness: Mitchel Sewall. Sworn to by Hellier Maugier, mate, and John J. C. T. Colletet. May 20, 1725.

Promissory note. Col. Alex^a Cosby of Cansoe to Capt. John Shattock, for £29: 10s: also acknowledge "to haue in my possession of his Two barrells of Tarr & thirteen Cedar Canns." Canso, May 4, 1724.

"May y^e 6th 1724. S^r pleas to pay y^e within mentioned sum of Twenty Nine pounds Ten Shillings & the produce of y^e Two bb of Tarr of Thirteen Canns to John Clark or his order & you'l oblige yo^r humble seru^t, John Shattuck. To y^e Honourable Major Alex^a Cosby."

Affidavits of Samuel Leighton of Lynn, aged 79 years, and Mary Nicks of Lynn, aged 75 years, "that one M^r William Knight ali^s Knights Came from Great Brittain to Boston with a family as wee are Enformed & of our Certaine Knowledge he settled in y^e Towne of Linn abovesaid & died in the said Towne of Linn & that said William Knight ali^s Knights Left a Son Called John Knights who went for England in order to Recover an Estate, who did never Return to New England again but are Enformed that he Married & Settled in England, & y^e said John Knight ali^s Knights Left in New England his Son John Knight ali^s Knights who is dead & left three Sons John, William & Daniel Knight alias Knights & four Daughters all Reputed Children of y^e said John Knight as we are Informed & now Liveing." Affidavits acknowledged in Lynn, June 15, 1725, before William Gedney, Esq., Justice of the Peace.

[8] Protest. John Reed of Marblehead, mariner and fisherman, master of the schooner Hanah of Marblehead, made declaration that "being a fishing in y^e s^d Skooner with his crew this last Summer at some distance from Cansoe, about 25 leagues, when on y^e 16th Day of July 1725 their Said Vessel Sprung a great leake so that they had three foot water in y^e hold by reason of which they

were obleiged to make y^e best of their way for Cansoe where they ariued y^e 24^d Day of July afores^d & on y^e Munday following being y^e 26th Day y^e said John Reed was Seised by vertue of a warrant from y^e Gouverment to answer y^e Complaint of John Calley Esq. whereby he was carried to y^e Fort & there confined & kept a prisoner for y^e space of Twenty four houres & in y^e time of his confinement y^e s^d Skooner was taken & carried away by order of y^e s^d John Calley Esq^r (without any consent of y^e s^d John Reed) to y^e said Calleys roome & all y^e Fish taken out of s^d Skooner by s^d Calleys order & afterwards by y^e Threatning of Whiping & attandance of unchristianlike usuages said Calley payd me Twenty pounds which he said was my part of s^d Fish & y^e said Calley kept y^e s^d Skooner in custody with y^e Register & Clearing & Said y^e s^d John Reed should not haue y^e s^d vessel to goe to Sea till he had giuen him security for s^d vessel which I refused To doe & y^e time that I was Detained as alsoe y^e Skooner afores^d was nine Dayes & all by Complaint of s^d Calley & Further by detaining One of my Crew which was a fisherman & Inticing another man from me So that I was not in a capacity of carrying on my Fishing business." Sept. 7, 1725.

[9] Protest. George Oakes, late master of the sloop Dove, made declaration that on Saturday, Sept. 16, 1727, while at anchor in Marblehead harbor, having on board about 270 quintalls of refuse codfish, bound for Boston, "there arose a great Storm of wind at East North East which Continued Extream hard & Tempestuous all the day and about Sunsett Drove the said Vessell (tho well Mor'd with two Anchors ahead) a Shore on the Great beach at the head of said Harbour and there Stranded, and all the fish wash'd out & utterly ruined." Attested by Georg Oaks, W^m Card. Sept. 18, 1727.

(To be continued.)



Abraham Lincoln.

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ABRAHAM LINCOLN.

AN ADDRESS DELIVERED BEFORE THE ESSEX INSTITUTE
AND THE CITY GOVERNMENT OF SALEM AT
THE TABERNACLE CHURCH, SALEM,
FEBRUARY 12, 1909.

BY ROBERT S. RANTOUL.

We are met here, my friends, to pay our tribute of affection and respect to the remarkable man whose name is on all lips today. A tragic death has closed a stormy scene:

"After life's fitful fever he sleeps well!
"Nothing can touch him further."

No patriotic citizen, who had reached mature age during the last ten years of Lincoln's life, feels anything less than a sense of personal obligation and gratitude to the strong deliverer who served us in those bitter days. I speak for the generation that knew the agony of the First Bull Run. I speak for the generation that felt the deep religious joy of Richmond's fall. We of the North, who had lifted him from obscurity to place, and who were inclined, at times, to think him slow in heeding our behests, have come to feel that strength and not weakness dictated his delay. They of the South, who did their best to persuade themselves that he was a tyrant and a monster, now lift their voices to swell the

universal chorus of acclaim. A man of Peace, he had marshalled armies comparable in numbers with the hosts of Xerxes and Alexander and Hannibal and Cæsar. So blind was he to the honor of it all,—so insensible to pride,—that as often as a way seemed open to him by which he might delegate his Atlantean task, he sighed to be allowed to shift to other shoulders a burden which he felt and said was greater than Washington had been called to bear. Wielding an authority the most absolute in the whole range of Constitutional Administration, he subordinated self to duty always, and made the world to see and to know how greater than the conqueror that taketh a city is he who ruleth his own spirit. No pride of ancestry,—no Circe-promise that he might found a dynasty or a state, lured this man on. Nothing impelled him but the single wish that he might be helpful to his kind, and the natural ambition every good man feels to fill well the place where fate has put him. The debt due his memory from every citizen and from every soldier who prayed in that dark hour that the country might live, is a debt which cannot be exaggerated and will not be forgotten. Child of the Masses, lifted to command upon the shoulders of the Masses, he stands there,—simple—unpretentious—self-poised—genuine—sincere—the peer of princes—arbiter of peace and war—balancing in his hand the fate of peoples!

Lincoln reached the age of citizenship in 1830. What had been his special training, if any, for taking a man's part in government I shall consider later. Let me attempt first to outline the conditions with which he found himself surrounded in state and nation. Jackson was President. He was branding nullification as treason, and was making no secret of his purpose to hang the first nullifier who should commit an overt act. The Federalist Party, which had called the Union into being, had wrecked itself through its internal discords and its undue assumptions. Webster was at the zenith of his power, pronouncing his historic expositions of Constitutional Construction and of the value of the Federal Union. The protest against hide-bound dogma in both religion and politics was fast

making head. The great railroad-movement which was to create the West—hurrying into the unbroken prairie the old-world redundancy of population, to bring back to the sea-board for a foreign market the garnered products of their tillage,—was about to demonstrate that the upper valley of the Mississippi and its confluent, with its unprobed depth of alluvial deposit,—with its capacity for sustaining life almost without limit,—with its water-courses and great lakes,—with its untouched wealth of timber-lands and mineral resources,—was the natural Seat of Empire on this Continent.

Such was the atmosphere,—bracing and broadening,—from which Lincoln drew his early inspiration. Kentucky and Illinois, the states of his birth and later residence, touched both the Ohio and the Mississippi rivers, and Indiana, in which he passed a few years, on the way from his Kentucky birthplace to his home in Illinois, touched the Ohio. New birth of a new soil, the child drank in the physical not more than the political atmosphere of the new-born state. He was looking on at an Empire in the making. The systems of the elder world incline their peoples to leave, to favored orders of men, their political and religious concerns, and to limit their interests to industry and amusement. Not so with us. Every man-child born into these United States makes haste to take his part in the great drama of statecraft playing before his eyes. He plays at politics when barely out of skirts, as at a national game of which the counters are fortunes,—the prizes dignities,—the stake an Empire..

Lincoln found himself not ill-prepared to take his part,—the born subject of a dual citizenship, thrown into a rude and unformed society. The people of this country, in breaking away from old-world systems and traditions, had established for themselves two distinct repositories of supreme authority. For us, the powers of government did not find their way down through magistrates and dignitaries from a single heaven-anointed source.. They were drawn directly from the sanction of the governed. Officials were agents of the people, answerable directly to the governed, and their powers returnable,

from time to time, to the people governed. Thus government was a limited agency, for securing certain well-defined requirements of the people, and was not in any sense a prerogative of the magistracy created for such temporary service. For certain broad, national concerns the people had constituted as their agent a federal organization. And for certain other much more numerous and intimate, but more limited concerns, the people, according to their locality, had constituted state organizations for their agents. These last represented the colonial settlements founded long before, and grown strong in local sentiment as well as in the military vigor learned in the rough school of Indian warfare and in struggles against the mother-land for an allotted share of autonomy. In its limited sphere, each government was sovereign and supreme, and they both equally drew their authority from the single undisputed source of power,—the people's will. Recognized attributes of sovereignty such as the power of life and death,—of eminent domain and taxation,—of repelling invasion and repressing insurrection, inhere in the States. Other recognized attributes of sovereignty, such as the making of treaties,—declaring war,—regulating inter-state and foreign trade,—were inhibited to the States and inhere in the Federal Union. All is delicately adjusted by written constitutions to be construed in the last resort by a Federal Court. While the original states of the sea-board antedated the Union and had created it, and while some of the Federalists of the constructive period,—living before the Union had been cemented in blood,—felt that, having made it, they could unmake it at their pleasure—for they had joined it, some of them, doubtfully and with much reluctance,—the states of the Northwest, on the other hand, had no origin anterior to the Federal Union. They were the very creatures of the Federal Union itself, looking to no earlier source,—never having recognized any protective power outside the Federal Government to which they could turn for help. Lincoln might have been counted among the founders of Illinois. When he went there he found little but hopeless debt, public works on paper, vast natural resources, exhaustless vigor and unbounded faith. Coin was a curiosity. Cured hams were a legal tender.

In 1830 an angry dispute was growing up between sections of the national domain, unsympathetic and a good deal unlike, but which had been forced into a common Federal bond by the imperious necessity for National Defense. The first defensive league had been consummated in 1774. The necessity was then perceived of bringing all the colonies without exception into a Federal bond. Failing this, those colonies withholding their assent would be free to open negotiations with a foreign enemy for a footing on this continent, and resistance to Great Britain must come to naught. To secure this unity, such concessions were made as were found indispensable to cementing a defensive union against Great Britain. One of these concessions related to slavery. Slavery, though discredited, was not then odious in any part of the world. It existed in every one of the colonies. The newspapers of New England and of the country at large are filled with announcements warranting this assertion, and there are standing in Massachusetts to-day Colonial meeting-houses in which special provisions made for the worship of slaves can still be traced. Many of the substantial stone fences marking the boundaries of early New England homesteads are the handiwork of slaves. Both Indian captives and imported West India negroes had been bought and sold here from traditional times. But slavery was an exotic at the North. Nowhere were the blacks numerous enough to be seriously reckoned with as a social factor, and, being household servants, they were treated humanely.

In the Southern colonies Africans and their descendants constituted substantially the whole labor element of the section. The industries of the South lent themselves readily to negro labor, and the vast scale upon which their peculiar industries were conducted, as well as the climate of the region, fostered the system. Of course the blacks, now and then, escaped from this compulsory employment and sought refuge in the states where blacks were fewer and their labors lighter. Together with fugitive apprentices, and criminals who were fugitives from justice, these escaping slaves were included in a constitutional stipulation as between the colonies forming the Federal compact that

all fugitives of these three classes should be restored upon demand. While the promise of restoration on motion of the States was thought to be sufficient, and has proved to be ample, in the case of run-away apprentices and criminals, it was found necessary to pledge the intervention of the Federal Government in order to secure the rendition of fugitive slaves. Right or wrong, this provision was seen to be inevitable. Without it the ordinance of 1787, consecrating the whole Northwestern Territory to freedom, could never have been passed, nor could the Federal Union have been effected. But the underlying fact upon which rests the whole moral justification of the war which saved the Union must not be lost sight of. No principle of law or morals is better established than this, that contracts are to be construed and interpreted with a view to the conditions which surround the making of them. All thoughtful people, South as well as North,—the leading statesmen of the South more decidedly than any,—at that time regarded negro slavery in the South as an undesirable system, condemned by modern views of political economy and morals, and only waiting to be got rid of as rapidly as might be without undue violence to existing social and industrial demands. Accordingly the Constitution provided for the suppression of the slave-trade on and after an approaching date. It avoided the introduction of the word “slave,” resorting, in every necessary reference to the indefensible system, to a cumbersome circumlocution. Jefferson in his draft of the Declaration had enumerated the forcing of slavery upon the Colonies as one of our grounds of complaint against Great Britain. Leading Southern men, in face of the archaic legislation of their states, and greatly to the discomfiture of adherents of the discredited form of labor,—the free negro was regarded as a nuisance and the intelligent negro as a menace,—in face of this opposition, leading public men of the South, among them Washington, persisted in freeing their slaves by will and providing for their instruction. But for the invention of the Cotton Gin, which suddenly made cotton-growing vastly lucrative, and built up a world-wide market for the product,—

it is not impossible that slavery at the South might have gradually yielded in the course of years to the advancing sense of humanity, and have been disposed of without violence, giving way to industrial systems in which the imported negroes and their descendants might have remained to till in peace the soil on which most of them were born, with at least as near an approach to justice and fair dealing as they now enjoy, and the South might have been spared the devastation, the madness of her dominant class invoked upon her head. But this was not to be.

Conceiving that while she enjoyed the control of the cotton-market of the world, she was superior to political dictation and almost, it would seem, to moral restraint, the united cotton-industry of the South faced squarely about,—defied the deliberate judgment of the civilized world pronounced in its arraignment of chattel-slavery,—and arrogantly proposed the indefinite extension and perpetuity of it, and the reöpening of the slave trade. This, with a reënforcing of the legal provisions exacted by the South of the Federal government, for the return of fugitive slaves escaping to the free states, and the proposal to enforce, in the common territories of the nation, the same property rights in slave property which were guaranteed in other kinds of property, brought on a crisis which could probably have been met in no other way but by a resort to arms. And the final verdict of history will record the fact that, in supposing they could, while consulting no interests or preferences but their own, turn their backs on their traditional distrust of slavery,—its thriftlessness, its immorality, its perpetual night-mare dread of servile insurrection,—that they could turn their backs upon all this at will, and force their fellow-citizens to help them extend and perpetuate the monstrous anachronism—a policy which united against them in advance the population of the North,—more than ready as it was for every concession compatible with manhood,—a population out-ranking them two to one in numbers, wealth, mechanical capacity, industrial development, general intelligence,—in every manly attribute except audacious courage,—in taking this fatal step, the Southern people will be found

to have committed the most stupendous folly which discredits the statesmanship of modern times.

The Cotton States entered upon the struggle with three distinct possibilities of success. They hoped for the intervention of England. They hoped for a political disruption of the North. They questioned the financial sufficiency of the Federal Government. I must not pause to discuss the grounds upon which these hopes were based. It was Lincoln's task to defeat them all. Who could say that a people impatient of national debt, and of direct taxation as was the America of 1860, would patiently, for years after the first flush of battle, subject its industries to the burden of an enormous tax? Who could say that the North, welded together by the first assault upon the Union, would hold itself together when the war, dragging along through varying fortunes of victory and defeat, should more and more take on that anti-slavery complexion which had been from the outset foreordained? Who could say that the governing class of England, bred to regard our Union as a rope of sand, and honestly supposing when they heard the signal-gun at Sumter that they were listening to its knell,—who could say that Monarchical England would suppress the longing to intervene in behalf of her natural ally, our baronial, cotton-growing South,—would suppress this natural longing through all the rasping irritations of a naval conflict,—through all the terrible pangs of the cotton-hunger that was paralyzing her mills? While the North must maintain its solvency immaculate, and subsist its armies through the medium of crushing loans, the South, on the other hand, was under no such necessity. It was enlisted in a desperate undertaking, in which financial credit was a secondary concern, and in which the impressment of private property for public uses at once became the accepted resource. And, moreover, it had, as a momentary reliance to fall back upon, the great cotton-crop of 1860, so far as this could be smuggled through the blockade to England or could be sold through our lines to meet the daily necessities of the North, and this, while it lasted, furnished the sinews of war. Whether the North could maintain its political solidarity

was at all times in doubt. Every dubious or disloyal utterance finding its way into the northern press was reproduced without delay in the journals of the South. The hope of British aid, stimulated by the London Times which was known to be in touch with Palmerston and Russell,—the hope of British aid almost justified by the Trent Affair, and by the fitting out of the Alabama,—was only abandoned when English mill-owners had, perforce, found sources of a supply of cotton outside of the Confederacy.

Such in rough outline was the stupendous problem confronting Lincoln. He could not delegate it. If he failed to solve it, the country failed with him, and with him failed the experiment of representative democracy. In some ways, but not in all, his training had schooled him for the task. It was a task for which no man could be wholly fit. For no such task had ever before confronted mortal man. There were no precedents. His native vigor must lift him up to cope with the occasion. He must grow as the growing demands of his problem developed. He had ready to his hand, as a nucleus for the military force he was to need, a little standing army, honeycombed with treason in rank and file. He had for a navy with which to maintain the blockade of a coast-line longer than was ever before essayed, a few obsolete sea-craft, manned by officers and crews whose loyalty awaited an uncertain test. When he came to Washington from Illinois, charged to pick up and knit together the shattered fragments of the expiring administration, it was found unsafe for him to approach his capital by day. For temporizing and trifling in his utterances along the way he was harshly condemned when it would have been a fatal breach of trust to betray by a single word the solemn thoughts that were weighing down his soul. The actual condition of things at Washington was not suspected by the country at large. Ex-Governor Clifford and Ex-Attorney General Phillips, both of Massachusetts, were in Washington a month before Lincoln's accession to office, engaged in an effort to adjust, with Attorney General Stanton of Buchanan's cabinet, a disputed boundary between Massachusetts and Rhode Island. They found the Attorney-General of the

United States sleeping at night and quartered by day in his office, and barricaded, and every way prepared for the hourly-expected attack upon the archives of his department.

But at last Lincoln took the oath and found his lips unsealed. He gave utterance to a magnanimous appeal to the humanity and manhood of the warring states. If anything could have given pause to the madness of the Southern heart, that might have been hoped from Lincoln's words. Through him the North had spoken, and the great mass of moderate Northern men felt that their best thought had found voice at last. Events rushed on. South Carolina fired the signal-gun, precipitating upon the country a contest for which the Southern States had been for months prepared, and for which we of the North were so little ready, that our own Senator Wilson declared, in Mechanic Hall, at the close of the Presidential campaign that, inasmuch as he sat day by day, elbow to elbow, with Jefferson Davis in the Senate Chamber, he was able to say, and we might take it on his word, that the war threats were bluster and that there would be no fighting. But the war was upon us. Doctor Furness of Philadelphia, who had stood for years in the forefront of liberal thought in the Middle States, preached before the Barton Square Congregational Society on the Sunday after Sumter, and pictured the South as the spoiled child of the Federal household, needing vigorous discipline which he believed she was about to get.

Weeks were consumed in the government service, in separating those who did from those who did not regard the sanctity of an oath. Then came the mad rush to arms. Lincoln must not go too fast. He was no soldier. General Scott, the Nestor of the army, his natural adviser, was disqualified by years. To whom should he turn? He had made up his cabinet on a unique plan which showed his magnanimity, if nothing else. In order to unite around his administration the constituent masses of the Northern people, for he needed the support of all, he had invited to seats in his cabinet not only life-long political opponents who had lately become identified with the com-

mon movement against slavery-extension, but also personal rivals who had contested with him the nomination for the Presidency. This was a distinct demonstration of his mental fibre. Seward, perhaps his strongest opponent, and Chase, who had a powerful backing in the West, and Cameron of Pennsylvania, and Bates of Missouri, all found themselves among his official family,⁵ and the first months of the war were consumed in finding out how far the new President could trust his political rivals with his political secrets. He could see no factions—only his suffering country. All help was welcome, and all found their place. The Secretary of War made way for Buchanan's Attorney General, Stanton. Seward, perceiving that Lincoln and not he was to dominate the situation, became an invaluable aid. And in Chase, the President, absolutely lacking himself in the financial instinct, was fortunate in finding at the start a financial minister whom, personal ambitions aside, he could trust without reserve.

But campaigns must be mapped out and battles fought and at first Lincoln, in the selection of Commanders, applied much the same system which he had followed in the selection of his cabinet. It was the People's war,—not his, and wherever he could clearly discern a popular demand for the appointment of a General Officer, he made it with, at times, all too little regard for his own opinion of its fitness. Captains of capacity not only waited to be distinguished by events from the common mass. Captains of capacity had even to be created from the raw material. For all were alike unschooled in the grand strategy of continental warfare. While future heroes were making their dreadful mistakes and learning their lesson at a terrible expenditure of the best blood we had to give, it was Lincoln's fate to be super-adding to the agony of his self-distrust the crushing dread that the country's faith in his integrity might not bear the strain. But, from an early period of the war until his second election, the confidence of the masses of the North,—the affection of the soldiers he always had,—unmoved by the virulence of his critics and by his assumptions of power which nothing short of down-right necessity could excuse,—the confidence of the

people in his unselfish devotion to duty,—in his homely, genuine good-sense,—in his transparent frankness,—in his largeness of purpose,—in his instinctive weighing of conflicting interest and claims so that each might have his due,—in his all-embracing tenderness of heart,—this deep assurance of the highest attributes of statesmanship grew from day to day, and made it seem then, as it seems now, to be impossible that any other hand could have held the helm so well.

Lincoln was born in Kentucky, of parents who had drifted there from Virginia, of which Commonwealth Kentucky had been a province until the admission of the latter into the Union. The generations of Lincoln's ancestry, tarrying in Virginia, were not many, and before reaching Virginia they had been settled among the Dutch and Quakers of Pennsylvania and the Jersey Welshmen. Earlier than this they had traced back to New England. Lincoln is an honored name in Massachusetts, and a research now in progress is expected to vindicate the traditional claim that Lincoln's earliest American ancestor was a Pilgrim pioneer of the South Shore of Massachusetts Bay. The stay in Kentucky was brief. When he was but seven, the Lincolns made their way across the Ohio, into the free and fertile area of the great Northwest, making a few years' sojourn on their march through Indiana and finally striking root in Sangamon County in the Mississippi River-basin of Illinois. In Kentucky, as in Virginia, they had lived in what was nominally slave territory. Slavery was little more than a tradition in Kentucky. But the slightest taint of the pest was enough to pollute the social atmosphere. In no community where capital owns labor can free labor compete for employment or the self-respecting free mechanic lift his head. In Virginia and in Kentucky, the Lincolns were of that non-descript class which, lacking capital, owned little land and no slaves, and which, unable to command employment from the capitalists who owned both, enjoyed the consideration neither of master nor of slave. In Southern Indiana, where the Lincolns passed twelve years, and again in Illinois, they found themselves members of a new commu-

nity recruited largely from Kentucky, but forever exempt from the blasting touch of slavery by virtue of the Ordinance of 1787 which Essex County, let us remember it with pride today, had the chief share in securing. A few blacks, who had yielded to the loyal affection of their race, had followed their masters into the new territory, and, though moved by one of the noblest instincts of mankind, were instrumental, few as they were, in keeping alive the jealousies which poor white laborers are sure to entertain against a cheaper labor than their own. Thus the fast-growing populations of the Mississippi River-basin became the home of an inhuman hatred of the negro,—of antagonism to negro labor, and to every remote approach to industrial or social equality, in a society so crude as almost to lack distinctions of any other kind than those of color. Here on the Mississippi River-bank, not far from the homestead of the Lincolns, was the scene, soon after their arrival, of the ghastly murder of Lovejoy,—a crime destined to take on national importance, in that it unlocked the lips of Wendell Phillips. Here, a little latter, was the scene of the sojourn of Dred Scott and his Missouri master, from whose four years' stay on free soil the slave deduced a claim for the restoration of his natural rights, which betrayed the Chief Justice of the supreme tribunal of the country, then under the dictation of the Southern oligarchy, into the preposterous position, false in history as it was vile in morals, that, traditionally, from the settlement of the country, negroes had no rights.

This pronouncement, hopelessly unsound in law as it was seen to be, was a logical necessity of the attitude the Cotton States had assumed. It fixed the low-water mark of Southern retrogression. The alleged right of the master to the person and service of the slave rested upon nothing but superior force. Captives in war, since a prehistoric past, could either be dispatched or, if their lives were spared, could be held as slaves. To say that bondmen had no rights was to deny that they were human. A code that denied to human beings, because born in a certain social status, the right to their own muscles,—to their own earnings,—to their own children,—threw the

negro back on the natural law of self-protection and furnished every justification for the violence, the sleepless apprehension of which made a night-mare at times of Southern life,—made habitancy in some parts of the South like living on a slumbering volcano.

For years, the spokesmen of the South had allowed themselves to argue that their slaves were contented and devoted to the whites, and that the master-class had nothing to apprehend from them. Doubtless this was true of most of them, for most of them were well treated, and the loyal devotion they displayed throughout the war justified this confidence. But always there was an uneasy, threatening minority. The moment the agitation of the slavery issue became general and acute, the South, both in and out of Congress, showed an utter want of reliance on this ante-war philosophy. John Brown with his nineteen pikemen dealt it a death-blow. When he appeared at Harper's Ferry and invited the negroes of the region into a camp of refuge, panic was the only word which could describe the effect of his movement on Virginia,—although the blacks never evinced a willingness to join him. The prevailing expression throughout the South was one of dread of servile insurrection and of the horrors of San Domingo. The South seemed astounded, when the test was applied, to find how slight was its reliance on these old-time assurances. And this slavery, let it be noted, was the cherished—the much lauded, the peculiar institution of Southern publicists, in their adventure for spreading which over the free territory of Mexico and of the Louisiana Purchase, and wherever their greed for unexhausted acreage invited them, they proposed to make partners of the Northern States. Not only so, but they proposed also to employ us on their slave-hunts whenever their bondmen, taking the North Star for a compass, found their way to freedom,—an office which, at the South, stamped the brute who stooped to it with the execration and contempt of the whole Southern people.

Lincoln's youth and early manhood were employed in such struggles for self-help as his surroundings called for. He had lost his mother, a young woman of thirty-five,

when he was but nine, and, illiterate as she was, she had been able to add new meaning to the aphorism that great characters are not produced except under the smiles of a mother who is true to her best ideals. She had lived long enough to quicken the intelligence which made Lincoln see the sort of food his mental nature craved, and he was able, when far-advanced in his wonderful career, to say of her: "God bless my mother! All that I am or ever hope to be, I owe to her." He had one elder sister,—there were no brothers,—and she died before the Lincolns reached Illinois. Hand in hand they had tramped the prairie each day, nine miles out and back, that they might not grow up unschooled. Singularly, while his early experience was in almost every way the opposite of Washington's, there is in their careers a point of contact. Both were surveyors of land. While Lincoln was piloting the river flat-boat and splitting fence-rails, he was at the same time imbibing principles and storing up decision. In one respect, at least, he had the best of training. He had mastered Euclid, and he had learned to face the issues which arose in his path, single-handed, and without recourse to advice or books. Of all the disputes arising among his fellows he was the accepted umpire, and in all the frequent attempts at overbearing assumption among his rude compeers he was the self-appointed champion and the self-commissioned law-giver, amply endowed with prowess to enforce his judgments. One of his earliest convictions was a detestation of slavery. This did not proceed from partiality for the negro. Free blacks, as we have seen, were no favorites in the prairie country. The general inclination of the Mississippi valley was to be rid of them. Until he reached New Orleans on his first river-passage Lincoln had seen little of slavery. Slave-auctions and the inherent abuses of the system confronted him here, and he received impressions which stood by him to the end. These he epitomized from time to time as occasion prompted. "If slavery is not wrong nothing is wrong"—"A house divided against itself cannot stand"—"No man is good enough to be the owner of anybody but himself."—But while these convictions strengthened with his years, so did the obvious correlative persuasion

that under our Constitution the Federal authority had nothing whatever to do with slavery in the several states. As well might the general government propose to extend its control over the distribution of property by will,—over the subject of marriage and divorce,—over the requisites for citizenship,—over the adjustment of local taxes,—over any other strictly state concern, as to attempt intervention in the relation of master and slave. The moment the general government assumes authority over issues from the outset reserved to the discretion of the States, that moment we subject all our traditional, internal state policies to the judgment and political action of the whole people of this imperial domain, and we of the older settlements, who have wrought out, through centuries of painful and laborious struggle, methods of our own,—school systems, and highway systems, and tax-adjustments, and municipal systems, and industrial systems, measurably satisfactory to ourselves,—do not care in every national election to submit these methods to review and reversal at the whim of Carolina Crackers or of the Cowboys of Colorado. The only safety for the future of America,—the only working plan of which there is a hope,—is that intended by the fathers and now insisted on by the Supreme Tribunal of the Nation, and this was Lincoln's lode-star.

Lincoln took an oath to safeguard the Constitution of the United States. The Constitution, in a way, respected slavery. Not only did the South insist upon this guaranty: Garrison and Phillips recognized the fact, and denounced the Constitution accordingly. But the weapon for dealing the death-blow to slavery, with which the North could not arm Lincoln, the South could and did furnish him. Lincoln was pledged to conserve the Union at all hazards. Whenever a military necessity in our struggle for the Union made it fitting to recognize the blacks in reducing the war resources of the enemy, or in reënföring ours, the Constitution made it the President's duty so to recognize them. Lincoln, long schooled in readiness for the providential moment, was prompt to act. To have struck too soon would have been to alienate the border-slave-states and to have courted invasion. He gave due

warning. The South must give up resistance or give up slavery. She chose the latter. She prepared to arm her blacks, and in taking that step she yielded the last issue. John Brown's raid,—the horrors of St. Domingo, had lost their virtue as a spell to conjure with.

Some of Lincoln's most trying experiences were reserved for the months between the autumn election which had won for his career the favoring judgment of the Nation and the ending of the war. The election made it clear that the war was to be fought out to its legitimate result. The Oligarchy of the South was doomed, and was only fighting for terms. The Mighty Father of Waters at last coursed through loyal territory to the sea, and by token of that fact the Confederacy was rent in twain. Supplies procured in Texas, or bought in Mexico,—arms and ammunition delivered from a foreign market in Mexico, could no longer cross the Mississippi into Confederate territory to subsist the South. The blockade was at last complete. Every Southern port was sealed. Sherman's march had shown the rebellion to be in a military collapse, and at the touch of his spear it had crumbled like an empty shell.

The end had come. The high hopes with which the South approached the crisis, encouraged for a while by temporary successes, had faded one by one. The resources which might well have sustained so brave a people through a shorter trial had proved inadequate to four years of war. Their means were exhausted, and so was their public credit. Only courage remained. The statesmen of the South had not authority enough to make honorable terms and enforce them upon their people. As late as October, 1864, their President was saying that he could not negotiate,—that the only way he knew of making our spaniels respect us was to whip them. His voice was still for war. No man had expressed a more persistent determination than he, to die in the last ditch. But when the last ditch was reached, under circumstances not altogether heroic, one look was enough to satisfy the fugitive War-Lord of the Confederacy that it offered no attractions as a final resting place for him. The Union

was restored and slavery was extinct. But the end was not to be reached without new trials of Lincoln's firmness and patience. New crops of dragons' teeth seemed to spring up about him. To a soul like his, almost morbidly sensitive to the demands of friendship, the suggestions his loyal supporters made of this or that impracticable short-cut to peace, when peace loomed up so near,—suggestions which could only be ignored,—cost him the keenest pangs. Greeley, loyal but erratic, who knew so much of the situation that he could not suppose it possible for any one to know more, pushed himself forward as a self-appointed umpire and had to be restrained. The conference at Norfolk, between the President and accredited agents of the South, threw upon Lincoln the onus of rejecting terms which were clearly inadmissible, at a moment when the Nation was so weary of the war that almost any terms accepted by the President would have been welcomed with acclaim.

Colonel Thomas Hart Benton of Missouri, who had closed one of the noblest records of thirty years' service ever accredited to any man in the Senate of the United States, and had closed it because the Slave State he had honored for a generation felt the need of a spokesman who would bow lower than he to the demands of Slavery, visited Salem as the guest of Mayor Messervey, just before Secession came, and addressed us in the First Baptist Church on the topic of the hour. I never forgot the distinct portrayal he gave of the conditions which must follow the division of the Union by an artificial line of demarkation between the slave-states and the free. Would the Northern Mississippi valley ever submit to pay tribute to a foreign power planted at its mouth? If the South made it a grievance now that they got so little help in recovering fugitive slaves, what would happen when the fugitives became much more numerous and the hospitality of the North much more spontaneous? The Canada line would practically be brought down to Maryland and Kentucky. No line of forts, no military defenses would avail to keep the peace, and a protracted border-warfare would result, like that between England and Scotland, ending as all

such contests must, with the absorption of the weaker by the stronger power. Common necessities of defence no longer held the Union together. The time had gone by when there was anything to apprehend from outside interference. Many patriotic people were inclined to listen to the seductive plea that we might well say to the revolted States, "Wayward sisters! Depart in peace!" Nobody who heard Colonel Benton ever again supposed that the Mississippi river was to be anything but the water-way of a reunited nation or that the war would close except with every revolted State safe moored again at its anchorage within the Union.

One after another, Lincoln's troubles disappeared. The rebel Capital, for four years flaunting from her northern outposts the flag of treason almost in his face, at last succumbed. He entered Richmond on foot without ceremony, much more impressed with the prostration of all these high hopes,—with all this waste of splendid courage, than with any sense of personal exultation. To his great, yearning heart the Southern insurgents had never been other than his fellow-countrymen,—erring, faulty, they might be, but brethren still. He held certain definite conceptions of what steps it would be expedient to try next as the first essay in restoring the exhausted South. These were views which he could not abandon, for his whole life-schooling had led up to them. They were views in which he might hope to have the support of the saner element of Southern statesmanship as fast as that saner element was able to make itself felt at home. They were views which led him consciously away from the doctrinaire-school of statecraft,—the school of which Chase and Sumner stood forth as eminent exemplars,—and they were views which brought him day by day in closer touch with two of the purest patriots and profoundest statesmen developed by the war,—Senators William Pitt Fessenden and Lyman Trumbull. Our own War Governor had made himself so much more than a mere local magistrate that he was recognized, in company with Curtin of Pennsylvania and Morton of Indiana, as among the figures of national importance. And in laying down his official

functions at the end of the war, he expressed, in a farewell address, views which placed him by the side of the martyred Lincoln in the practical statesmanship which should have been applied to the reconstruction of the South. It was a crucial moment when the renascent Republic had need of all her sons.

But, whether supported or denounced, Lincoln was ready with the remedies and measures called for. He was neither hasty nor tardy. Tentative in his policy,—mindful of the terrible prostration under which the conquered sections of the country groaned,—prompt in his sympathetic devotion where help was needed, but by no means over-tender, nor reckless in his processes, he was fast coming to be accepted as the protector of the South and the one monumental figure in all the country in which combined the supreme qualities needed for rehabilitation. Thus the final summons reached him. The opening scene of reconstruction ended his career. If it could ever be said without hyperbole of mortal man, “No act of his life became him like the leaving of it,”—that man was Lincoln. If there be one sort of courage higher than all others, Lincoln showed the highest. He had risked all in an effort to save his country,—following out a line of policy which was ingrained in his nature and part and parcel of his substance. The end was clear in sight. The promised guerdon seemed within his reach. Yet he did not shrink from staking everything which wore the aspect of a personal triumph on the success of principles, odious though they were to some of his supporters, upon which his policies had rested and prevailed. Death came at a moment when he might well have been reposing on his laurels and have begun to look back with the gratifying sense of duty done upon a success without a parallel since Napoleon died. But no! He must push on. Dangers awaited him it might be, but duties also. While his country needed service which he believed he could perform, his labors were not done. There was no hesitancy.

“He either loves his fame too much,

“Or his desert is small,

“Who fears to put it to the touch,

“And win or lose it all.”

New England and the North swarmed with stalwart young men whose social and industrial connections had been broken up by four years of service in the ranks, and who had observed, in their campaigning through the South, her affluence of natural resources—fertile lands, inviting the thrifty hand of Northern enterprize, and water-power running to waste down hillsides heavy with the greenery of virgin forests,—and having seen all this, thousands of the disbanded soldiers of the North were eager to pursue their fortunes there, rather than return to the old New England homesteads to grub a pittance from our rocky acres. The North was piled high with accumulated capital which had been employed in industries created by the war, but which suddenly found itself idle. This capital would have sought investment in a reviving South, and would have opened to that section a career of prosperity it had never known before, had not mismanagement North and South postponed it all for a generation. These glorious possibilities Lincoln foresaw and welcomed. But the stroke of the assassin had changed all. Treason had done its worst. Yesterday he was but one of thousands, struggling like the rest of us in a sacred cause. To-day his apotheosis had begun. What men liked in him they made haste to study and admire. What men disliked in him they made haste to forget. There was little for oblivion and much for glory. Lincoln is growing with the years. Until he died, Washington stood alone. We who knew him, and who took his hand, and heard his honest laugh, and saw the sparkle of his eye, must not be blamed if we failed to grasp at once, while he was near us, the grand proportions which the perspective of distance in time has opened to our ken. The man has never lived—not Columbus,—not George III,—not Franklin,—not Washington,—who has stamped himself more indelibly upon the future of this continent.

Here was a type of the true elder race,
And one of Plutarch's men talked with us, face to face.
He knew to bide his time,
And can his fame abide,—
Still patient in his simple faith sublime,—
Till the wise years decide.
Great Captains, with their guns and drums,
Disturb our judgment for the hour,
But at last Silence comes;
These are all gone, and standing like a tower,
Our children shall behold his fame,—
The kindly-earnest, brave, foreseeing man;
Sagacious, patient, dreading praise—not blame;
New birth of our new soil,—the first American !

NOTE ON THE ILLUSTRATION.

The frontispiece preceding this paper is taken from the famous Volk Bust of Lincoln, cast from the life-mask made at Springfield in June, 1860, just after his nomination for the Presidency. This particular copy was procured from the sculptor, Volk, by the painter, Ames, after Lincoln's death, and was used by him as the safest guide in painting, at the order of the Merchants of Boston, the portrait of Lincoln which hangs in Faneuil Hall. It was presented by the artist, Ames, to Mr. Rantoul, while he was collector of this port, and was left by him, as a *transmittendum*, at the Salem Custom-House.

[See the Century Magazine for December, 1881, New Series, Vol. II, p. 223: also Vol. III, p. 462.]

The autograph is reproduced, of its actual size, and is taken from the Commission issued to Mr. Rantoul as Collector of the Customs for this District, dated January 13, 1865. The Commission was signed by the President with his first name in full, which is a little unusual. It is countersigned: "W. P. Fessenden, Secretary of the Treasury."

REVOLUTIONARY LETTERS WRITTEN TO COLONEL TIMOTHY PICKERING.

BY GEORGE WILLIAMS OF SALEM.

(Continued from Vol. XLIV, page 324.)

Salem, July 2^d, 1780.

D^r Sir

Yours of June 1st came to hand but a few days past, with a Bill on the Council of this state. Shall send it for pay or go my self in a few days. You also mention'd their remains due for the Hopes stores 280,000 doll^{rs} which I am very sorry the Gentlemen dont pay According to promise. I hope there will be no failure in the payment. If any Lost it will be a misforten on the Owners, as the seamen is got their parts and spent it. When paid please to mention it. You say it is intollerable when there is so small a navel Force of Frigates in New York that such havoc should be made on our priverteers. Consider the orders given to our Continental ships 4 in Charleston Harbour, clean 3 or 4 m^o. Trumble 3 years and now return'd dismasted. If our continental ships had been Kept Flying as our priverteers are, they would have made a figure, but Laying in a Harbour discourages men from going on Board of them. We was in Hops thay would have been of Service to us but have given up that.

Yours of 18th June came to hand Last night with the inclosed paper. You mention publick distresses. I am well Acquainted with them for Four years past. The Two Last has been very distressing. Am sensible, if 50 or 60 members could have had their way, and the out door men would have gave the Credit for our paper money, we should have had army, and money for our publick Treas-

ury, to Answer all the Demands. The disinterested men that has Served the publick & their Towns has spent Time & money. The men that had no money hardly, is now got the money, and when the publick calls thay with a hard heart & never used to pay Taxes now find falt & Dam all in publick places.

I have escaped as well as any, for I have not made any money out of the publick, and have Time on hand offen Telling the new Fangled Gentlemen as thay are called, thay must pay Taxes, and to encourage geting the men for the Army. If thay dont thay may depend on the game is allmost up & Vengeance will be on them. This Language offen Scares them into a Compliance. The Loss of Charleston vexes us much that a brave & good General, Officer & men should be so neglected by the Rich States of S^o Carolina, Virginia & N^o Carolna that thay should be starved into a surrender. What a idisgrace it is on the States to Let their Troops give up for want of provisions as they must have a plenty. The plan of your March^{ts} for a bank I Like it well, but the Marchant offen failes in their plans of these dayes, as the Farmer is jellous of the Marchant, the Marchant of the Farmer, and no Faith will be given to their Bank.

The close of the Last years General Court of this State passed act for a Tax of a Million £, to be paid quarterly July, Sep^t, dec^r, March. Also a hard Money Tax for £72,000 yearly for 7 years to come for a Bank to pay of our States part of 10 Million of the New Money from Congress, & if the Farmer & Marchant will give Credit to this Last Act, & a punctual compliance with said Act, it will Answer well for this State. If you have not seen the Act inquire for it at Congress of the delegates of our State. Their you will see the whole plan.

For ameadit Supplying the Treasury a Committee appointed in each County with a resolve to the selectmen in each Town for the Inhabitants to Advance for July & Sep^t Taxes. This Towns part is £60,000 quarterly. We have got collected in a few dayes about half y^e am^o and hope the whole soon to be paid and I Judge the other Towns in the State will soon get their parts. We have

Ordered £120,000 Town Tax to get 62 men for 6 months & we have got some of them & Sent them off. Some Country Towns have got all & sent them off, and have been in the Country & have seen a number of men on the road marching for the Army & thay are good men. The cuntry men all Seams to be spirited.

We wish the enemys whole Force was in the Country of Worster. We are willing to decide the contest their. If thay beat us we will ware the yoak and not Trouble them more. If we beat them we will send them home & wish them a good passage.

Besness is very dull hear. My son Samuel this month Takes his degree. He Leves Collage with a good Carractor. I wish your Office was this way & you wanted any help. I should be Glad he was with you for a year, so he might get the use of the pen. He rights a good Hand.

I have sent Dole & Balls receipt by Cap^t peelee. He could not find them. He is going to spend a few days at Newbury & he promises me he will inquire thro the whole Town for them.

The Last Time I was in Boston Dr Joseph Gardner Told me their was a Dr to be Appointed for the Continental Hospittal at Boston. He has had the ease of all most all the wounded men by sea. He is much approved of in s^d Town & a good Carractor, as any Gentlemen of his profession, and he desired me to mention to you he would be glad to Take the charge of s^d Hospittal if you can due him any Service. You will much oblige him, &c.

N. B. prise Current West Indies Rum at 21 to 24£ p Gal. N. E. Indies Rum at 15£ d°. Moll^s 13£ d°. Sugar, 180 to 200£ p C^t. Salt, 75£ p bush. Coffe 66/ p lb. Cocoa, 300£ p C^t. Cotton 8£ p lb. Flour 150£ C^t. Ric 33£. Indian Corn, 21£ per bush. Beef, 42/ per lb. Veal 30/. Lamb 42/. Butter 78/. (Fresh Fish plenty.) French, Spanish & English dry goods at 250 for one, or 3 to 4 hard money for one.

Salem, July 23, 1780.

D^r Sir

Yours of 8th came to hand Last night and have delever'd y^e inclosed. Am very sorry you have not received the Hopes money for the Stores. Pray call on them often untill you get it, for fear of a falure & when you have got it Let me know.

I am very Sorry the Jack's prise is clamed by the original owners. Was in hopes you would not have any more Trouble on that Acco^t.

The 1st French Fleet is Arrived and not ships anuf to due what I could wish. Cap^t Jon^a Mason J^r Arrived yesterday from St. Eustatia in 15 days & says the French & Spanish fleets Lays at Mertinico duing nothing. I wish thay was Active. It is in their power to Take all the windard Islands. The day before he sailed [arrived] a English Fleet of Sugar Ships of 100 Sail convoyed by 3 Ships of Line disabled & Two others from S^t Christopher for England. The French & Spaniards might have come down & destroyed them all in the oppen Bay of Basterre in s^d S^t Christophers.

We was in hopes our priverteres on the Newfound Land Station would have done well. Yesterday the Brig Forten Arrived, and sayes the Brigs Tyger & Griffen from this Town is Taken & Severel Frigates, Sloop & Luger of war, is Cruisin after our priverteers. The Forten & Griffin Took the Luger of 16 Guns 6^{lb} & a Ship with 1800 barrills of provisions &c. The Forten Took a ship with Salt, Cordage &c & a Vessel with out. She also Took from the Land 1200 Q^t dryed Fish. The above vessels is expected every minnit.

Arrived from the Brig Tyger	2 Brigs of Salt	} 3300 h ^{rs}
do	Sch ^r Cutter 3 ships do	
do	Sch ^r Santepe 1 do do	
do	Ship Harlequin 1 sch ^r do	
do	Brig Saretoga	1 Brig of 253 Cask of Madra Wine
do	Brig Griffen	1 Brig 200 Cask of Moll ^s Rum Sugar & Coffe
do	Ship Brutus	1 ship, 24,000 G ^{al} } moll ^s

Y^e above is Salem privateers. The ship Starkes of Cape Ann Arrived yesterday, out 3 weeks, off Cape Britton Took 3 Ships, one 500 350, 300 Tons. Their Car-goes 600 hh^{ds} Rum, 200 hh^{ds} Sugar, 100 half Cask of Madara Wine, Iron, Steel & all Sorts of dry goods, y^e am^o of whole the D^r which is Barnard of Salem Sayes the Captins Sayes thay all are worth £90,000 Sterling, & I hope thay will Arrive Safe.

If Congres had order'd 3 or 4 Frigates on that Station, with our privateers thay might have Taken all most all the Fleet which was 48 Sail. A French Two Decker a few dayes after thay Left England one of the Captins sayes fell in with them and Took 12 Sail of the Fleet. I hope some of our privateers will get some more of them.

My Boyes & Jn^o Gardner J^r was Intrested in the Tyger & Griffin & now thay have no Intrest in any. All is Taken which I am very Sorry for them.

In my Last I mention'd that I sent Balls & Doles receipt by Cap^t Peele. He found one of them, & sayes he supposed M^r Tracy had payed it & he went to M^r Tracy with Peele & he was not at Home & he is agoing again in a few days & will call again. Your Bill on Council Sent it by the Rev^d Jn^o Clark & he has not Acquainted me if he is got it paid. Expect to hear from him in a day or Two. Shall Let you know when it is paid.

Business hear is dull, on Acco^t of money is very scarce, goods plenty, the prises as p^r other side.

prise Current moll^s at £ 11 p g^{al} N. E. Rum at 13 p g^{al} W. I. do at 20 to 25 p G^{al} Sugar at 150 to 170 p C^t Coffe at 66/ p C^t Cotton at £7.10 to 8.10 p^{lb} salt at 60/ to 70/ p^r Bush English, French & Spanish dry goods at 250 for one or 3 to 4 hard for one. Beef at 42/ p lb. Lamb 42/ Veal 24 to 30/ Inden Corn £21 p bush Ric £30 p bush Flour 140 to 150 £ p C^t

Pickering MSS. Vol. 18, p. 32.

At Boston Sep^t 13th 1780

D^r Sir

Yours of 17th Aug^t came to hand but a few days past,

Millet is engaged in a Fishing Voyage. It will be up in about three weeks Time. He cant Leave untill that Time is out. If y^e can wait untill that Time, & you will order the quarter Master to Let him haue a horse to come up he will com up & serve you untill next April or Longer if you and he can agree about wages. He desires to know Soon if the Time will do.

You mention Sams coming to serve you as Clark in camp or to be at pheledelphia. I gave your Letter to my wife & Sam. but was obliaged to come to court on busness & had not there Answer. If he consents to go will Let you know when I return home which will be in a day or Two.

Som of your Freinds is Sorry you went to camp, others think it will be for your Intrest.

Nothing New Sence my Last, in that you had your Acco^t inclosed, & have got all your Money Collected but the order on Council, which I hope to do before I Leave.

To

Timothy Pickering Esq^r
Quarter Master General
at Head Quarters

Timothy Pickering, MSS. Vol. 18, p. 36.

At Boston Sep^t 21, 1780

D^r Sir

Here calling on the General Court for pay for the Loss of the Ships I was consarned in at the ponnobscot expedition, and am in hopes to get some part of it to help many of our Freinds. Your Brother will Acquaint you consarning the Appointment of a Deputy Q^r M. G.

Cap^t Harraden is Arrived Safe at Salem from Bilboa with three prizes, Brigs Load'd with dry Fish 4600 Q^t which is a great Services to the Owners as you know Many have gave there Time & Intrest to the publick. By my Last I Acquintd you I had not your sisters & Samuel Answer. Have ben detain'd here & when I go home will Let you know.

Cap^t Harraden says the English Fleet has Block'd up the French at Brest, and M^r Gardoqui Told him there was a Large Fleet sail'd about three weeks before he sailed from Cadiz, he Judged for the English Channel. I hope they will be active and due Some good. Cap^t Harraden's name rings all over Spain & France for his Brave deffence of his Ship which you have I suppose seen by the Boston papers.

Our Markets hear is Much the same. Money is wanted in all our publick offices, and the Faith of Government is in very poor Credit, and I hope the heavy Taxes or some other way will be found out to support publick Faith.

N. B. Cap^t Harraden had 45 dayes passhage fr^o Bilboa to Salem.

Timothy Pickering MSS. Vol. 18, p. 38.

Salem Oct 24, 1780

D^r Sir

Yours of 7 & 12 Sep^t received and have collected all your money and paid it to M^r Ward for your Bill drawn on me. Allso the Ballance as you will see by the inclosed Account Current. Am very sorry Millet could not go Sooner to you. It is Troublesome Leaving a Famely under his curcumstances, and some Trouble in giting a Horse, and Brother John & I could not find one that would due for you without going to a very High prize. He has my old one, and if he will Answer for you you may give me what you Judge he is worth. If it wont Answer for you dispose of him on my Account. You mention my readiness to oblige. I wish it was in my power to oblige you more, but while it is in my power shall allways be ready to Serve you, in any Thing in my power. At this Time money is very scarce with every body hear. Goods plenty alltho very high,

M^r Henry Rust, Cap^t Sam^l Flag, Joshua Ward, & Mr Whittemore of Cape Ann, are part owners of the ship Brutas which has Taken some of the Valluable Quebeck Fleet. I pased a word to Rust & Flag, as thay had plenty of goods I say'd to them I wished thay would Remember

their old Col^l Pickering. Thay sayed thay would remember you. You have from them a Bundel by Millet which thay desire you would Accept, and I dont know but the whole owners will pay for the Contents of s^d Bundel, if thay due will Let you know but the aboue Four will be accountable for the whole.

If Land carrage was not so expensive many of your Freinds would send you some eatables &c.

Last night the Ship Rodes arrive from a Cruise off of Charleston and she fell in with the s^d Ship Burtus. Thay Took 4 Jamaca Vessels Bound to Charleston with 900 hh^{ds} Rum 300 hh^{ds} of Sugar and a store ship from George with 24 Cannon 24 pounder, and a number of 9 & 6^{lb} Ditto, Stores of a 60 Gun Ship & other stores. We expect them every minnet.

I am not consarned in them. My serving the publick Lost many good oppertunity, and the publick not paying me for my part of y^e Two Ships Lost at penobscot, which is a Great Damage.

All the shiping I am consarned in is the Ship pickering Sailes in a few dayes on a voyage to West Indies & a Cruise their, a Brig formerly Saratoga now the Union owned as the ship Pickering, sailes allso soone, a small schooner gone to West Indies, a New Brig called the Salem own'd with my sons, built fit for a priveteer, will go to Bilboa or West Indies, soone. You see I am entering into Trade againe. Next Spring if no prospect of a peace we shall go Largely into priverteering I beleve.

Your sister is fearefull of Sams going to camp for fear of his going into the Army and at present you must not expect to see him.

Our kinsman M^r White was well from Holland as far west as the Island of Sables, now is missing, Taken or Lost, which is a great Loss to him and other Freinds. Our Kinsman Fra^s Cabot is every day expected from Gottenburge. I hope will Arrive safe.

As you are at Head Quarters knows all the News and if their should be any prospect of a pease, please to give me a hint of it in Time Which will be a great advantage to any one in Trade.

Timothy Pickering MSS. Vol. 18, p. 46.

Salem, Dec^r 7, 1780.

D^r Sir

I have [not] nor any other of y^r Freinds received a Line from you for some Time past & no Account of Millets arriveing at Head quarters. We suppose he is got their, you being so much ingaged you cant spare Time. Your Freinds desires you will right if you can spare a minaits Time so thay may know you are well also of your wife & Sons. Winter is come and the Generel Court has ordered about 5000 men to be raised for the Army by the Last of Janevery for 3 years or during the war. I hope the men will be got. Our Kinsman Cabot is Arrived safe Home, M^r White not, and we Generely give him over for being Lost. All other of of our Freinds is well. Tell Millet his son is Got Home safe. I Judge he will make what I call a good Fortune. He with Cap Smith Took a Jamaca Ship Loaded with Sugar, Rum, Ginger &c. His share is worth in hard money 5 or 6 Thousand pounds. We have had Severel prises from Franklin & pelgrim. The Rodes & Brutus is Arrived Safe but no prises that I gave you Account of.

This town stands the war at presant well, by the great exerstion in Privertering & march^t Vessels. Goods plenty, no money to speak off puts all hands to work to no how to pay Taxes &c. Y^r Brother & I are at Leasure from all publick busness. We Talked to Take a ride to see you but winter is come, dont Look for us.

rec^d not till Feb^y 3^d 1781.

Timothy Pickering MSS. Vol. 18, p. 121.

Salem Feb. 25, 1781.

D^r Sir

Since Millet went I have received only y^{rs} of Jan. 16, 26 & Feb. 3^d & but a few days past. That of 3^d Instant I received 22^d at my return from Boston, Being with Brother John at Boston, Coll^o Hatch heard I was in Town, sent for me, and presented me with your Order for

15 half Joannes,* or other hard money equi^t. I Borrowed it and gave him it, which I hope you will receive before this comes to hand. He paid me 22,500 old Continental dollars altho I had not received your Letter or order on him.

Y^r Bill of stores shall be collected and sent up to Coll^o Hatch soon and he has promised me he will see them safe Forrowed. I will Informe you when I have sent them.

Your Freinds except mother & Brother John, which I Left at Boston, has seene your Letters and are Greved for you that the United States cant afford you a maintenance while you was at Board of war. Your New Office I suppose will.

I have in my chest six hundred hard dollars Layed by for you if you should want them. Your order for them shall be paid at sight. Dont draw for Joannes because thay are not to be got.

The exchange has been at 75 for 1 and the Account from Pheledelphia at 100 for 1 has got to Boston & I found the hard money sellers stoped selling.

You ask my advice what is Best for you. I wish you could resine your office with Honour. I suppose you cant untill the war is Over which I hope will not be Long. I Judge when it is Over you may have some office at Salem & some other busness I hope will present that we cant Account for at present.

I hope you will not ingage in any other department with out you can make more then a maintenance which I know you could here if you had never went into the Army. It is your Misfortune in going. It is Also every Honist mans misfortune in the Army or in any other publick employ.

I have returned your Thanks to the Gentelmen that sent the sute of Cloaths. Thay say you are well come.

M^r Joseph Hiller called on me and Told me he had never heared from you nor the Board of war, untill a Commision date^d Dec^r 2, Instructions dated Jan. 18th, came to his hand Feb. 17th and he supposed you & the Board

*A Portuguese gold coin worth about \$9.00.

had given over all thoughts of him. He got his Business setteled in Dec^r & expected to hear from you or the Board & was ready to go at warning, but hearing nothing from you &c he ingaged in business again. He Told me he would go to Springfield & See if he could Accomadate him & Famely he would give his Answer to you &c.

Great preperation here for priverteering. I acquainted you some Time ago I had entered into Trade.

Nothing New only what you see in our papers. My Brother Henry in mine & Sons New Brig Arrived from Cape Francois Last Wednesday. He Left it 2^d Instant. No conformation of Count de Stange,* Captoring part of the English Fleet as p^r the papers. I wish it may prove True.

Money is hard to come at, goods plenty, provissions also, altho very high. Taxes very high. We have got & sent to Boston 20 or 30 men for the Army & as soon as the other Towns has got their men we shall have ours as we depend on giting from Hampshire & other Towns.

You say Millet is a coming home, & ask for a man. I dont no of any here that would go to you at any prise while previrteering is going on & I dont know of any that would due that we have sent to the Army.

Timothy Pickering MSS. Vol. 18, p. 79.

(To be continued.)

*Admiral Comte D'Estaing.

ESSEX COUNTY NOTARIAL RECORDS,
1697-1768.

(Continued from Vol. XLV, page 96.)

Power of attorney given by Samuel Weeks, Henry Caswell, Gilbert Bant, Jacob Royall and James King, merchants, William Downs, merchant, Zachariah Fitch, leather dresser, Sarah Elliott, widow, William Tyler, brasier, all of Boston, to James King and Thomas Cannington, both of Boston, merchants, Sept. 29, 1727. [10] Witnesses : Rebeckah Fuller, John Davidson, sworn, before Samuel Checkley, Justice of the Peace, at Boston, Sept. 29, 1727, "only Rebecca Fuller Declared She did not see Gilbert Bant Execute it."

Protest. Capt. William Taylor, Commander of the Ship Bacchus, of Bristol, Eng., made declaration that "on the 26th of October last past in Our Voyage from Bristol to New England in the Ship Bacchus at Seven of the Clock in the Evening we saw a Sail Right ahead Standing to the Eastward almost Close aboard us upon which we Clapp^d our helm hard a weather & Called to them to Clap theirs hard a Lee but had no answer at all being soon past Each other we running then about Seven knotts & an half as we believed they might. Some part of their Ship took our main Chan on the Starboard Side which drawd & Broke them not having one Left to Support the Main-mast & did likewise Ripp out before & under the Misne Chains apiece of plank near five feet Long & on the 31st of October & 4th of November had very Bad weather the deck being seldom clear of the Sea & we made much more water then we used to do in the hold so that there is probably damage done to the Cargoe as well as the ship." Witnesses:—Thomas Powel, Jacob Case, "who were present on Board." Nov. 20, 1727.

[11] Protest. Phillip Cowen of Salem, mate of the Brigantine Charming Eunice, John Crowningshield, master, made declaration that they sailed in Jan., 1727 from the Island of Guadaloupe for New England and on the 18th in Latitude 33 : 33 "they met with a violent Storm the wind at W. S. W. and about two of y^e Clock in the morning they shipt a sea whereby part of the Cargo Shifted, one Barrell of Molasses Stoue & Several Slueed and on the 25th of the same month in the Latt. of 34 : 18 about eight of the clock at night a Sea struck them which Shifted their cargo and all their water, tore of the Gunwale Rails & Strained the Vessell very much." Witnesses:— John White, John Hill. Feb. 21, 1727.

Protest. Clifford Crowningshield, master of the Brigantine Salisbury made declaration that they set sail from Guadeloupe for Salem on May 12, 1728, and on the 28th in latitude 37 : 14 "they met with a great Storm of wind the wind at W. S. W. and about Three of the clock in the morning they Shipt a sea which washt over the mate who was drowned and the Sheet Cable & Struck the Vessel So violently that there was probably much damage to the Cargo in the hold for when they Came to pumping after the Storm was something abated they pumped up great quantities of Molasses which they had not done before." [12] Witnesses: Benj^a Masury, Malachi Foot. June 8, 1728.

"Antigua, Feb. the 16th 1727-8. Recd from Joseph Hathorne nine Bills Payable to said Hathorne or Order which I see put into a Letter to his Brother & was Sent by me to Guardeloupe where the Bills was Payable containing thirty Eight french Hogg^d Molasses the Danger of the Seas Excepted Rec^d pr Charle Layett."

Power of Attorney given by Joshua Guppy of Beverly, fisherman or mariner, to Jonathan Felps of Beverly, blacksmith, Nov. 18, 1728. Witnesses: Jon^a Glover, Ephriam Sheldon.

[13] Indenture, July 27, 1725, between James Ennis of the Parish of St. Michael, Barbadoes, and Joseph Graf-

ton of New England, mariner, "that the Said James Ennis of his own voluntary will as allso by & with the Consent of his Mother (Mary Olufson) hath put and bound him Self an Apprentice unto the S^d Joseph Grafton" for 7 years, to end July 27, 1732, he to teach the said Ennis the mariner's art. Witnesses: Philip Bishop, Baltz^r Olufson.

Protest. Capt. Benj^a Hathorne of Salem, mariner, commander of the Brigantine Two Brothers made declaration that on Aug. 15, 1729, he sailed from Salem for the Island of Barbadoes and on the 20th in Latitude 39: 0 : 0 "they met with a very hard Gale of wind at S. S. E. and a great Sea [14] so that about Eight of the Clock in the Evening they were oblided to Land all Sails Except the Foresail, about nine they perceived their Vessell proved very Leaky, at Four of the Clock in the morning the storm was so Violent that they were forced to Scud before the Wind & the sea broke upon them Severall times & washed both Horses of the Deck, Broke loose the Boat, which oblided them to Clear & Heaue what was in her over Board as Apples, Bow Sticks &c it also washed away two Water Hogsheads, about Eleven of the Clock they were forced to lay too her Hulk, on ffriday morn about Eight of the Clock they fixed their Sails & Stood Back for Salem again and on this day arrived in Salem Harbour." Witnesses: Rob^t Rook, Matthew Phillips. Aug. 28, 1729.

Protest. Luke Morgan, mariner, master of the Schooner Speedwell, belonging to Samuel Ruck of Salem, made declaration that they sailed from Canso on a fishing voyage on July 29, 1729, bound for Saint Peters, to get a fare of fish, intending to return to Canso. On Sept. 14, they left St. Peter's with sixteen men besides their own crew, and "on the 16th they had a strong Gale of Wind at E. S. E. and the Weather very thick and that they then wore their Vessell and laid her Head to the Southard under a Three Reif Fore Sail and that the Wind Continued Violent until Six a Clock in the morning following And that they then stood in to make the Land and Split

the Jibb But finding themselves 50 Leagues To the Westward of Canso and their [15] Provisions, & Water being very Scant and the Wind still Continually against them to go to Canso on the Twenty first day of the said Month they put into Portmuttoone to Gett Water & on the 22^d Day of the s^d Month finding the Wind still Continuing Easterly they Sett Sale for and made the best of their way to New England and about Ten a Clock on the 27th Day of the s^d Month they Arrived in the Harbour of Beverly." Witnesses: Stephen Budden, Samuel Luscomb. Sept. 27, 1729.

[16] Bill of Lading. Dec. 17, 1729, shipped by the Brigantine Good Intention, Capt. Benjamin Manning, master, by Warwick Palfrey, 2 hogsheads of fish and three barrels of train oil to be delivered to Capt. Benjamin Manning at the West Indies "Except at Barbados then to M^r George Hows, he or they paying freight for y^e said Goods three pound nine Shillings Barbados Money with primage & average accustomed." Salem, Dec. 17, 1729.

Receipt, Feb. 13, 1729, for this bill of lading, signed by Benjamin LeGay in behalf of his master, George Hows. Barbados, Rec^d February 14, 1729 from Cap^t Thos. Beadle £15: 12s: "which sum I promise to Remit to M^r Benjamin Ropes of Salem according to Orders. George Hows."

[17] Promissory note, Joseph Moore to Richard Thompson, £6: 1 s: 3 d: Salem, Oct. 31, 1728. Witnesses: Peter Power Samuel Osgood.

Deed. John Lumas, soldier, innholder, resident at Canso, Nova Scotia, makes over to Col. Samuel Browne of Salem, merchant, "my dwelling House & Garden Scituate on the Hill of Canso" & "likewise the Hulk, Tackle & appurtenances of my sloop three Friends now rideing in the port of Canso," to be delivered up at or before Aug. 30, 1730, as security for goods received from Robert Williams of Salem, mariner, and belonging to Col. Browne, amounting to £173, which he had agreed to pay in merchantable cod fish as per note dated at Canso June 27, 1730, but "finding myself void of Effects to Compleat the s^d Payment." Witness: John Gibbs. Canso, Nov. 24, 1730.

[18] Protest. Capt. John Sachett, master of the Ship William, now at anchor in Marblehead, made declaration that in London he shipped Thomas Philpot, John Michal and Samuel Montgall as sailors for a voyage to New England, thence to Lisbon or elsewhere, and upon arriving at Marblehead they ran away on May 30, to the great detriment of the owners, etc. June 24, 1732.

[19-22] Indenture. Jan. 13, 1723, between William Blackman, son of John Blackman of Berte precinct in Albermarle Co., North Carolina, and Thomas Mason of Salem, the latter to take said Blackman as an apprentice and to instruct him in "ye Science, Art or Mystery of a Mariner," until Sept. 8, 1734. "The father and Mother allow their Son to be ten years Old y^e 8th of Sept. 1723." Witnesses, Simon Jeffreys, Thomas Bryant, William Benet, Joseph Legroo, Joseph Swasey.

[23] Surrinam, 1732.

D^r Acc^t of Sales of Cargo of Sloop Endeavour

	Gil ^r : Sti
To Inward Duties paid the Collector . . .	113-14
To Collector & Country Duties for 12 horses at 6-12 Each . . .	79- 4
To Cash paid Benedix the Savanah man 1-4 Each horse . . .	14- 8
To Adjutants ffees . . .	15
To Collector for Certificate . . .	15-10
To Church & Orange Walk . . .	15-
To Secretary office & the Fort 03-6 . . .	48-16
To Duties paid the Liquor office for 4 pipes of Wine at 23-14 Each pipe . . .	94-16
To Storidge Cooperhouse &c . . .	40-
To 4 Days Negro hire to help Unload . . .	03-
To loss on Bills of Exchange for the Horses . . .	18-
To Commissions for Sales 10 pr C ^t . . .	272-5
To Neat Proceeds Carried to Acc ^t Curr ^t . . .	2038-11
	<hr/> 2722-14

Errors Excepted. June 26th: N. S-1732

George Slyfeild

Recorded & Exam^d

p Mitchell Sewall Not. Pub.

Nathane^{ll} Andrew Master

	C ^r	Gild Sti
June 10 By Four Bar ^{ls} Salt at 7-10 to M ^r Schiewert		30-
By One Bar ^l Mackrel to M ^r Tassmar		20-
D ^o 12 By One Bar ^l Pork to M ^r Brauw		28
D ^o 13 By two Bar ^{ls} Flour to the Governour		21-12
D ^o 14 By Eleven Bar ^{ls} herrings at 7 pr to M ^r Dowes		77-
D ^o By One Pipe Wine to M ^r Good		170-
D ^o 18 By One Bar ^l pork to M ^r Chanon		28-
D ^o 20 By 10000 Shingles at 4-10 to George Slyfeild		45
By 17 Bar ^{ls} Flour to Dit ^o at 11-10 Eeach		195-10
By 2000 Staves 600 hoops & 1000 foot of heading to dit ^o		130-
By three Pipes Madera Wine to Dit ^o at 170		510-
By 12 hh ^{ds} Fish at 60 pr Hhd ^s		720
D ^o 21 By Seven horses to wid ^o Chaffoo for		365
D ^o 23 By two Bar ^{ls} Mackrel to the Governour		030
D ^o 24 By Nine Bar ^{ls} Salt at / 7 to George Slyfield		063
By four hh ^{ds} Ditto at 22/10 to Ditto		090
By two Bar ^{ls} beeff at / 20 per Bar ^l		040
By Two Bar ^{ls} Salt to Wido Van Widom at 7		014
By 16 Bar ^{ls} D ^o at 7 / 10 to Sundrys		120
D ^o 25 By One Bar ^l Tobacco 68 n ^t at 4 / pr pound		013-12
By One Bar ^l Pitch to M ^r Oversheld		012
		<hr/>
		2722-14

Remains Unsold Eleven Bar^{ls} Beeff, Eight halff Bar^{ls}
Dit^o, fourteen Bar^{ls} pork, three Bar^{ls} of Pitch, One Bar^l Tar,
Seven Barls Tobacco & four horses.

One Horse Dead

Recorded & Exam^d

p^r Mitchel Sewall Not. Pub.

[24] Surinam 1732

Dr Acc^t Current for Cargo

June

To four Setts of Bills of Exchange, all Amounting		
To three thousand Eight hundred forty five		
Gilders Seventeen Stivers Hollands Moneys	Gild	Sti
which at 20 p C ^t makes Surinams Money	4615-	1
To Registering Ditto In the Secretarys office &c		5- 2
To Cash paid Cap ^t Cherelier for Passage of Cap ^t		
Andrew and five more	150-	
To two p ^{cs} Ozenbrigs 9 ^t 274 3-4 Ells at 4 1-2 pr Ell	61-16	
To 470 1-2 Coco at 18 / pr pound	423-	9
To 18 Moydores at 18 gild Each	324-	
To 22 Pistoles at 10-16 Each	237-12	561-12
To Loss In Changing Bills for y ^e above Gold	28-	
To Commissions for Sales of the Sloop, 5 p C ^t	300-	
To Ballance due to Owners of the Sloop		
Endeavor	1893-11	
	<hr/>	
	8038 : 11	

Errors Excepted June 26th N : S : 1732

George Slyfield

Recorded & Exam^d

p Mitchel Sewall Not. Pub.

And the Sloop Endeavor

Cr

By Neat proceeds of Sales of what is	Gild.	Stiv.
Sold as Appears by the Particulars	2038-	11
By Sale of the Sloop Endeavour with all her		
Appurtenances Sold to Cap ^t John Bonneau	6000-	
Recorded & Exam ^d	<hr/>	
p Mitchell Sewall Not. Pub.	8038-11	

Protest. Capt. Nath^l Alden, Master of the Ship Dolphin, made declaration that on Nov. 10, 1732, they sailed from London for New England and when in or near Latitude 42 : 38, "they met with a violent Storm, the wind west then Shifting to the north blew excessive hard made a very great and hollow Sea which broke upon Them several times whereby there is probably much Damage done to the Cargo." Jan. 11, 1732.

(To be continued.)

JOHN HOOD OF LYNN, MASS., AND SOME OF HIS DESCENDANTS.

BY MRS. JENNIE (HOOD) BOSSON.

(Continued from Vol. XLV, page 72.)

237. SARAH NEEDHAM, b. Aug. 21, 1829; d. Aug. 31, 1830.
238. SARAH FLINT NEEDHAM, b. Aug. 22, 1831; m. Aug. 11, 1853, Edward Augustus Webster, b. Feb. 15, 1824, in Salem, s. Stephen and Abigail (Messer) Webster. They lived at Chicago, Ill. He d. Feb. 16, 1905. She d. Sept. 6, 1907, in Danvers. Had : (1) Stephen Augustus, b. June 12, 1856, in Salem; m. Aug. 15, 1892, Estelle A. Goodrich, in Chicago, Ill. (2) Elizabeth Walker, b. Jan. 9, 1858, in Beloit, Wis.; m. July 7, 1889, Frank M. Hughes, of Schuyler, Neb., b. 1859. Children, b. at Schuyler, Neb.: Maybelle, b. Apr. 28, 1890; Ede May, b. July 5, 1892; Estelle, b. Mar. 24, 1903.
239. DANIEL NEEDHAM, b. Sept. 25, 1833.
240. GEORGE HENRY, b. May 30, 1835.

148 David Hood, born Sept. 3, 1797, married June 5, 1820, Phebe Foster, born Jan. 27, 1797, daughter of Thomas and Lydia (Batchelder) Foster of Linebrook parish, in Ipswich. She died in Topsfield, Sept. 29, 1875, aged 77 years, 7 mos. 29 days. By an act of the Legislature he had his name changed from David to Westley De La Fletcher. He d. in Boxford, Mar. 22, 1852.

Children of David and Phebe:

241. ELIZA CHARLOTTE, b. Dec. 15, 1820; m. Jan. 13, 1848, William Hall of Danvers; d. Feb. 3, 1866. Children: (1) Edward Clarence, b. May 31, 1850; (2) Son, b. Oct. 26, 1855, d. Mar. 1856; (3) Alice Greenwood, b. Dec. 25, 1860; d. Feb. 21, 1866.
242. SALMON DUTTON, b. Feb. 17, 1830.

151 Richard Hood, born Dec. 9, 1802, in Topsfield, married, first, Sept. 22, 1825, Asenath, daughter of Moses and Mary Smith. She was born Sept. 21, 1798, in Henniker, N. H., and died Oct. 4, 1859, in Danvers, Mass., where they resided. He married, second, Jan. 27, 1861, Harriet, daughter of Daniel and Mary (Woods) Parker of Groton, Mass. She was born Jan. 28, 1834. He died Apr. 20, 1881. He lived in Danversport, where he owned a grist mill and also was a contractor. He was prominent in the anti-slavery movement in Essex County, and at the outbreak of the Civil War enlisted Oct. 17, 1861, in Co. G, 23d Mass. Inf.; was appointed wagon master of the regiment and later was appointed wagon master of the brigade under General Burnside; discharged Oct. 21, 1862, for disability. He was coroner and deputy sheriff for a number of years.

Children of Richard and Asenath:

- 243. **RICHARD BRAINARD**, b. Jan. 31, 1826, in Topsfield.
- 244. **RUTH**, b. June 30, 1827, in Topsfield; m. Apr. 30, 1848, in Danvers, Ebenezer Bolls Buxton, b. May 7, 1824, in Richmond, N. H.; lived at North Reading. She d. Aug. 5, 1872. He d. Jan. 27, 1895. Had: (1) Mary Susan, b. Sept. 20, 1849; (2) Charles Adams, b. Apr. 18, 1851; (3) Richard Hood, b. May 16, 1853; d. July 7, 1885; (4) Albert Henry, b. Sept. 21, 1854; (5), Elsie Asenath, b. Feb. 10, 1858.
- 245. **FRANCES MALVENA**, b. Jan. 4, 1829, in Topsfield; m. May 5, 1848, Charles Adams, b. Dec. 28, 1826, at Brookfield, Mass., and d. Oct. 5, 1865, at Atlanta, Ga. She now lives at Nashville, Tenn. Had: (1) Addie Frances, b. Sept. 5, 1849, at Danvers; m. Nov. 18, 1865, Harry Van Allen McCrea of Chatham, C. W.; d. Jan. 8, 1868; (2) Charles Francis, b. Apr. 22, 1852, at Malone, N. Y.; d. July 5, 1866, at Nashville, Tenn.; (3) Samuel Hamilton, b. Sept. 12, 1854, at Hamilton, C. W.; (4) Carrie Bell, b. Feb. 9, 1857, at Racine, Wis.; d. Nov. 11, 1895; (5) George More, b. July 5, 1860, at Elizabethtown, Ky.
- 246. **WILLIAM ORVIN**, b. May 4, 1830, in Danvers.
- 247. **ADONIRAM JUDSON**, b. Apr. 7, 1832, in Danvers.
- 248. **ELSA ASENATH**, b. Jan. 10, 1834, in Danvers; d. Jan. 14, 1835.
- 249. **ALONSO LEROY**, b. Aug. 7, 1836, in Danvers; d. Jan. 18, 1837.
- 250. **MARY ASENATH**, b. Apr. 25, 1838, in Danvers; m. Dec. 22,

1857, Leonard C. Legro, b. May 8, 1834. They live at Lynn. Children: (1) James, b. Jan. 25, 1858; d. Oct. 5, 1858; (2) Lizzie, b. Aug. 30, 1859; m. June 1, 1887, Walter Webber, of Lynn; (3) Anthon Porter, b. Oct. 2, 1862; (4) Catherine, b. Aug. 8, 1867; d. Sept. 4, 1877; (5) Elmer R., b. Nov. 20, 1869; (6) Luella Frances, b. May 11, 1873; unm; (7) Alice, b. June 20, 1875 (adopted by her uncle Adoniram Judson Hood).

251 ALONZO LEROY, b. Apr. 30, 1840 in Danvers; d. Sept. 4, 1840.

Child of Richard and Harriet, born in Danvers :

252 WALLACE PARKER, b. Dec. 3, 1863, in Danvers; m. Nov. 10, 1887, Lizzie Frances Hood, b. Sept. 9, 1864, dau. of William Henry and Augusta P. (Dodge) Hood of Danvers. In the wholesale leather business in Boston, trustee of Peabody Institute, and Electric Light Commissioner. They live in Danvers. Had: Helen Dodge, b. Jan. 27, 1892.

153 Rev. George Hood, born Feb. 10, 1807, married Dec. 26, 1844, Martha Ann Bell of Newark, Del. She was born Apr. 27, 1819, and was the daughter of Rev. Samuel and Mary Snodgrass Bell. She died at Minneapolis, Minn., Feb. 2, 1894. Rev. George Hood died there Sept. 24, 1882. In early life he taught penmanship and vocal music, directing large choruses in Richmond, Philadelphia, and other large cities. After 1855 he became the principal of a successful finishing school for young ladies, located first at Newark, Del., and afterwards at Chester, Pa. The latter part of his life he became minister of Presbyterian churches in New York and Minnesota. He was the author of "A History of Music in New England," Boston, 1846, a work of much interest and historical value.

Children of George and Martha Ann :

- 253. GEORGE ALFRED, b. July 13, 1846, at Philadelphia, Pa.
- 254. EDWARD CLEEVES, b. Apr. 21, 1848, at Lawrenceville, Pa.
- 255. MARY GOULD, b. Mar. 10, 1850, at Bath, N. Y.; physician and lives in Newton, Mass.
- 256. EMMA, b. Mar. 8, 1852, at Southport, N. Y.; school teacher.
- 257. JOHN HAMILTON, b. Oct. 24, 1857, at Newark, Del.; d. May 24, 1858.

258. **CHARLES HOWARD**, b. July 14, 1860, at Chester, Pa.; m. 1st Nov. 18, 1885, Marguerite Lodge Hopkins; she d. Oct. 17, 1889. Had: (1), Mary Watzek, b. Oct. 15, 1889. He m. 2d, Emma Allen. Had: (2) Virginia Thurston, b. May 3, 1902.

158 Elisha Hood, born in Topsfield, Dec. 13, 1796, married June 14, 1821, Betsey, daughter of Joshua and Rachel Herrick, born in Wenham, Jan. 29, 1796 (1797. Bible rds.) She died Nov. 7, 1824, and he died in Topsfield Jan. 15, 1830.

Child of Elisha and Betsey:

259. **ELISHA AUGUSTUS**, b. Apr. 5, 1822, in Haverhill.

160 John Gould Hood, born June 4, 1807, in Topsfield, married June 7, 1832, Sarah, daughter of David and Sarah (Gould) Brown of Boxford. She was born Aug. 16, 1804. He died June 6, 1858, and she died Feb. 4, 1876. They lived in Topsfield.

He was a farmer and manufacturer of coffins. While a young man he taught school in Boxford, Topsfield and Georgetown, and afterwards studied law and made a specialty of conveyancy and probate practice. He was town treasurer, 1839, 1850; auditor, 1840; selectmen, 1846; assessor, 1848-1858; and member of the school committee, 1845, 1846, 1849 and 1855.

Children of John Gould and Sarah, born in Topsfield:

260. **SARAH Maria**, b. Feb. 20, 1833; m. June 4, 1856, Oliver Downing, s. Edward and Sarah (Henfield) Downing of Lynnfield Centre. He d. Dec. 13, 1904. Had: (1) Sarah Ellen, b. June 22, 1858, in Topsfield; (2) Cora Maria, b. Mar. 19, 1863, in Lynnfield Centre; d. Aug. 14, 1863.
261. **EDWARD HARRISON**, b. Oct. 2, 1834; d. Oct. 14, 1836.
262. **ELLEN AUGUSTA**, b. Aug. 22, 1839; m. Feb. 6, 1861, William Welch, carpenter, s. Thomas and Letitia Welch, of Newburyport; d. Mar. 13, 1906. They lived in Topsfield. Had: (1) Justin Hood, b. Aug. 21, 1862; m. Dec. 28, 1899, Abby Jane (Cummings) Gould, wid. of William Porter Gould of Topsfield, and daughter of Alfred and Salome M. (Welch) Cummings; carpenter, lives in Topsfield; (2) William Brown, b. Mar. 4, 1864; m. 1st, Aug. 9, 1893, Lillian Ina Peckham of Plymouth, Mass., dau. of George T. and Caroline E. (Odell) Peckham; she d. Jan. 30, 1900; m. 2d,

May 20, 1902, Helen Augusta Dunham of Plymouth, dau. of Isaac T. and Angeline (Bartlett) Dunham. Had: Truman Bartlett, b. June 13, 1905, in Plymouth. In business in Plymouth, Mass. (3) Leone Parker, b. May 14, 1872; m. Oct. 6, 1904, Mary Adeline, dau. of Augustus Willard and Harriet Bartlett (Shaw) Smith of Topsfield; conveyancer, lives in Topsfield. Had: Alice Hood, b. Sept. 17, 1907.

263. JOHN HERBERT, b. Sept. 13, 1840; d. Aug. 10, 1842.

161 George Hood, born in Lynn, Nov. 10, 1806, married in Salem, Sept. 11, 1833, Hermione, daughter of Maj. Aaron and Mary Kemp Breed. She was born March 18, 1812 and died Jan. 20, 1887. Engaged in the shoe and leather business and became very prominent in business and politics; was elected the first mayor of Lynn, in 1850, and served two terms; was several times a representative to the General Court; a State Senator in 1843; and a member of the Constitutional Convention in 1853. He died June 29, 1859, in the Asylum for the Insane, at Worcester.

Children of George and Hermione, born in Lynn:

- 264. HARRIET MARIA, b. Aug. 27, 1834, in St. Louis; unm.
- 265. GEORGE ABBOTT, b. Sept. 7, 1835.
- 266. ADELAIDE MARGARETTA, b. Oct. 28, 1836; d. Oct. 9, 1838.
- 267. EDWIN ELIOT, b. Aug. 10, 1838; buried Aug. 27, 1838.
- 268. EDWIN, b. Aug., 1839; buried Aug. 3, 1839.
- 269. JULIUS SEDGWICK, b. Oct. 7, 1840; d. Dec. 21, 1861, Louisville, Ky.
- 270. HENRIETTA AGNES, b. June 18, 1843; m. Dec. 2, 1873, James E. Bigelow.
- 271. HENRY, b. May 28, 1844; d. May 28, 1844.
- 272. CAROLINE PERSIS (Kate P.), b. July 23, 1845; m. May 10, 1870, Hall W. Tebbetts of Rochester, N. H., shoe manufacturer.
- 273. AUBREY, b. July 18, 1846; d. July 28, 1857.
- 274. ADA HERMIONE, b. May 21, 1848; m. Oct. 3, 1872, Louis Henry Bonnelli of the Island of St. Thomas, W. I.
- 275. EDWARD KENT, b. Jan. 18, 1850; m. Oct., 1874, Fanny A., dau. of Jas. L. and Caroline A. Dayton of Brooklyn, N. Y. She d. Feb. 13, 1889, and he d. Dec. 16, 1904. Merchant. Had: (1) George, b. June 26, 1874 in Lynn; (2) Carrie Adelaide, b. July 28, 1876 in Lynn; (3) Harriet Maria, b. Aug. 24, 1878 in Lynn; (4) Addie Kemp, b. July 23, 1880 in Cambridge; d. Mar. 5, 1907.

276. MARY, b. Oct. 21, 1852; m. July 30, 1873 in Brooklyn, N. Y., Albert Bonnelli of the Island of St. Thomas, W. I.; d. June 1, 1907, in Boston.

163 Abner Hood, born July 29, 1812, married Margaret Jones of Baltimore, Md., who died in St. Louis, Mo., in 1883. He was engaged in the shoe business in St. Louis, Mo., where he died in 1867.

Children of Abner and Margaret :

277. GEORGE JONES, b. Nov., 1837; d. 1876; married.
 278. FRANCIS XAVARA, b. June, 1840, in St. Louis; d. July 27, 1858, Lynn.
 279. MARGARET, b. Nov. 18, 1846; unm.
 280. MARY HERMIONE (twin), b. Mar. 13, 1850; unm.
 281. ABNER (twin), b. Mar. 13, 1850; engaged in manufacturing chemicals in Kansas City where he d. in 1906.
 282. LOUISE, b. Jan. 27, 1852.

182 Abraham Hood, born June 28, 1790 in Boxford, married Eliza, daughter of Enos and Gillin (Lane) Hood of Chelsea, Vt. He lived in Salem, Mass. until about 1812 when he removed to Chelsea, Vt. and lived with his great uncle Enos Hood (No. 110). He became a successful farmer. He died July 11, 1878 in Salem, Mass. She was born Apr. 21, 1794 in Chelsea, Vt., and died Feb. 25, 1867 in Salem.

Children of Abraham and Eliza :

283. ASA, b. Dec. 25, 1811, in Chelsea, Vt.; m. Sarah Carey; d. Jan. 11, 1883, New Ipswich, N. H.
 284. HENRY P., b. Dec. 31, 1812, in Chelsea, Vt.; d. Mar. 16, 1886, at Salem, Mass.
 285. ABRAHAM K., b. Aug. 14, 1815, at Chelsea, Vt.; m. 1st, Elizabeth Porter, b. Dec. 25, 1810, and d. Apr. 5, 1843. Had: (1) Harrison Porter, b. Feb. 27, 1841; m. June, 1863, Vesta Jane Merrill, b. Feb. 1, 1840; he d. Aug. 5, 1897. Had: (a) Oqui Porter, b. June 14, 1865, m. Gertrude P. Benight, b. Nov. 10, 1861. They live at Houghton, Mich., where he occupies the chair of Mechanics and Electricity in the College of Mines. Children: Ben Benight, b. Nov. 1, 1886; Karl Kedzie, b. Nov. 3, 1889; an infant b. and d. 1895; Harrison Porter, 2d. (b) Arthur Merrill, b. Dec. 25, 1871; m. Apr. 16, 1895, Alice Burgess Johnson. He is a lawyer in In-

dianapolis, Ind. Children: Mary Arnold, b. Mar. 7, 1896; Dorothy Merrill, b. Oct. 25, 1899; Harold Burgess, b. Sept. 24, 1902. (c) Ernest K., b. May 1, 1873; m. 1895, Harriet Simonton, b. Aug. 12, 1873. He is a mechanical engineer and lives in Indianapolis. (d) Mabel, b. Dec. 3, 1877; m. July, 1899, L. Guy Long, b. Feb. 1878. Lives in Indianapolis.

Abraham K. Hood, m. 2d, Adeline M. Baker, b. Mar. 1, 1816; d. Sept. 26, 1891. He d. Feb. 13, 1890 at Lowell, Mass. Children: (2) George Augustus, b. Aug. 18, 1849. Lives in Lowell. (3) Ida Adelia, b. July 9, 1853; m. 1st, Wyatt M. Stevens, b. July 14, 1853. Had: Edward H., b. May 11, 1877, d. Aug. 28, 1880; m. 2d, Rufus H. Burgess, b. Apr. 26, 1840. Lives in West Groton, Mass.

286. WILLIAM LANE, b. Sept. 17, 1817, in Chelsea, Vt.; m. Nov. 25, 1844 in Lowell, Ann Maria Dole of Lynn. Carpenter. Lived in Lowell, Salem and Concord, N. H. She d. Aug. 25, 1894. Had: Maria, Susan Ella, Seth Richmond and William E. He d. Aug. 14, 1908, in Concord.
287. ELIZA ANN, b. Mar. 12, 1820, at Chelsea, Vt.; m. 1841-2, Wm. A. Preston of Salem; d. Oct. 17, 1845.
288. MARTHA PRESTON, b. June 11, 1821, at Chelsea, Vt.; m. William Curtis; d. Apr. 22, 1903 at Stoughton, Mass.
289. HIRAM D., b. Nov. 21, 1823, at Chelsea, Vt.; d. in Boston, Mass.
290. DAVID BEADLE, b. Jan. 6, 1826, at Chester, N. H.; m. 1848, Abigail Very Dowst of Salem where he lived and d. June 17, 1870. Master-carpenter. Had: (1) David Curtis, b. Dec. 14, 1848; m. Feb. 19, 1879, Annie M. Nichols of Salem, and had: (a) Ernest Nichols (twin), b. Feb. 3, 1881; (b) Frederick Curtis (twin), b. Feb. 3, 1881; (c) Grace Eliza, b. Feb. 24, 1886. (2) Alice, b. Dec. 22, 1850; m. 1st, Simon A. Stodder of Salem; m. 2d, Silas Locke of Salem. Had: Bessie H., b. Mar. 28, 1873. (3) Frank, b. Apr. 3, 1853; m. June 13, 1875, Arabella G. Silver of Yarmouth, N. S. Mason. Had: (a) Emma F., b. Mar. 23, 1876; (b) Nellie B., b. Dec. 12, 1878. (4) Katie Dowst, b. June 8, 1856; m. Jan. 18, 1883, George W. Moulton of Salem. Had: Lucy M. b., Mar. 22, 1887. (5) Willis, b. May 12, 1859; m. Apr. 18, 1883, Minnie A. Mansfield. Lives in Salem.
291. HARRIETT E., b. Sept. 10, 1828, at Salem, Mass.; m. George Curtis. He d. May, 1881. She d. Aug. 20, 1906 at Danvers, Mass.
292. CATHERINE G., b. Dec. 17, 1830, at Salem, Mass.; d. Feb. 15, 1866(?) at Chelsea, Mass.
293. SUSAN M., b. Nov. 12, 1833, at Salem, Mass.; m. Henry Nichols; d. Feb. 3, 1889 at Salem.

187 Harvey Hood, born June 1, 1898, married Sept. 23, 1921, Rebecca Smith, and lived in Chelsea, Vt. She was born Aug. 6, 1797, and died Oct. 27, 1882. He died Sept. 18, 1879.

Children of Harvey and Rebecca, born in Chelsea, Vt. :

294. HARVEY PERLEY, b. Jan. 6, 1823.
295. GILBERT E., b. Nov. 21, 1824; m. May 13, 1852 in Danvers, Frances E., dau. of John and Elizabeth Herrick; lived in Lawrence; d. 1905. School teacher.
296. ELIZA P., b. Aug. 2, 1827; d. July 1, 1906, at Reading. Before her 16th y. she was teacher in a district school where she taught for ten years. Afterward she was principal Thetford Academy—a "feeder" for Dartmouth College—and Andover (N. H.) Academy. She taught graded schools at North Andover, N. H., Worcester and Lynnfield Centre, Mass. Her death was caused by an apoplectic shock, resulting from excitement and inhaling of smoke at a fire in her sister's house, with whom she lived.
297. LUCINDA R., b. May 28, 1830; m. Aug. 20, 1857, Rev. Azro A. Smith, at Chelsea, Vt. He was b. Sept. 6, 1827, at Tunbridge, Vt. In 1863, he was admitted to the ministry, retiring from active work in 1899, when he removed to Reading. They celebrated their golden wedding in 1907. They have one child, Mrs. Edgar F. Reeves, who resides at Wayland, and two grandchildren.
298. MARY A., b. Aug. 28, 1833; d. June 27, 1886.
299. HENRY C., b. Nov. 19, 1835; d. Feb. 22, 1866.
300. EDWARD P., b. Mar. 3, 1838; d. Nov. 6, 1860.
301. ELLEN M., b. July 10, 1840; d. Apr. 20, 1860.

188 Abner Hood, born May 12, 1801, in Chelsea, Vt. He married Jan. 26, 1827, Joanna Brown, born Mar. 25, 1804. They lived in Somerville, Mass. where he died Apr. 18, 1867, and she died Feb. 9, 1887, at Madison, N. H.

Children of Abner and Joanna :

302. MARTIN CARLOS, b. Mar. 9, 1829, at Chelsea, Vt.; m. Aug. 8, 1860, Susan R. Hoyt; lived in Chelsea, Mass. He d. Sept. 27, 1885; she d. Feb. 28, 1900. Had: Anna, d. aged 1 y.
303. HENRY ABNER, b. Aug. 22, 1830, at Chelsea, Vt.; d. unm. June 13, 1858 in Somerville, Mass.

304. JOANNA C., b. Dec. 23, 1833, at Worcester, Vt.; d. Mar. 26, 1837.
305. MARTHA CORNELIA, b. Feb. 14, 1838, at Bow, N. H.; m. Feb. 21, 1867, Nicholas Blaisdell, b. Mar. 27, 1832, d. Dec. 17, 1885, at Jacksonville, Fla. Had: Mary E., b. Mar. —, 1869.
306. CHARLES WHITE, b. Mar. 5, 1840, at Worcester, Vt.
307. MERCY BLAISDELL (twin), b. Oct. 11, 1843, at Worcester, Vt.; m. Dec. 25, 1865, Edward E. Hoyt, b. Feb. 2, 1837, and d. Apr. 14, 1903. They lived in Brookline, Mass. Had: (1) Edward E., b. July 2, 1867; (2) Milton H., b. Feb. 27, 1869; (3) Caleb E., b. Oct. 13, 1871; (4) Martin C., b. Apr. 26, 1874.
308. MILTON B. (twin), b. Oct. 11, 1843.

196 Samuel Hood, born Oct. 7, 1794; married, first, Sarah Blanchard; married, second, Mrs. Esther Mooar.

Children of Samuel and Sarah:

309. ELLEN, m. Spaulding Sawtelle. Had: (1) Frank; (2) Mary Ellen, m. Alfred Burkinshaw; (3) Ella M., m. Joe Green.
310. SARAH, m. Franklin Nutting. Had: (1) Edson, m. Kate Elliott; (2) Georgianna, m. Otis Elliott; (3) Samuel; (4) Ida; (5) Jennie; (6) Hattie; (7) Nellie. The last four died of consumption between the ages of 15 and 20.
311. JANE, m. Sydney Barrett. No issue.
312. PHINEAS.

Children of Samuel and Esther:

313. SUMNER.
314. MARY ANN.
315. SUMNER, m. Matilda Cox.
316. HANNAH, m. John Kendall. Had: (1) Mary; (2) Mabel.

218 Jeremiah Hood, born in Topsfield, Nov. 4, 1804, married Eliza, daughter of John and Sally Carter of Stoneham. Lived in Danvers. He died Jan. 20, 1857, and she died Dec. 8, 1887, both in Danvers.

Children of Jeremiah and Eliza:

317. WILLIAM HENRY, b. May 26, 1848 in Danvers; d. Dec. 3, 1858.
318. JOHN F., b. 1853, in Danvers; m. Sept. 17, 1883, in Danvers, Sarah A. daughter of Charles H. and Mary G. Saunders of Orland, Me. Had: Ralph Saunders, b. Dec. 29, 1884, in Danvers; m. Dec. 28, 1905, in Danvers, Bertha F., dau. of Horace M. and Anna E. (Bates) Gilford of Danvers.

230 John Hood, born May 8, 1806, in Wenham, married Nov. 29, 1827, Rebecca, daughter of David and Mary O. Stanley of Beverly. She was born Jan. 6, 1808, at Beverly, and died Mar. 22, 1882, at Danvers. He died Oct. 5, 1867, at Danvers. Farmer and lived in Danvers. Member of School Board for many years.

Children of John and Rebecca :

319. **LYDIA ANN**, b. Nov. 20, 1828, at Wenham; m. May 20, 1847 in Danvers, Charles W. Brown; d. Oct. 13, 1891. Lived in Essex and Danvers. Had: (1) Frances Maria, b. Feb. 26, 1848; (2) Marcia Dodge, b. Jan. 15, 1851; (3) Ella Frances, b. June 26, 1854; (4) Ella Augusta, b. Apr. 25, 1856; (5) Charles Wallace, b. Oct. 30, 1859; (6) Lillian Frances, b. Dec. 26, 1861; (7) Joseph Edward, b. Oct. 25, 1864; (8) Dennison Leslie, b. Feb. 21, 1869.
320. **REBECCA STANLEY**, b. Aug. 5, 1830, at Wenham; m. July 14, 1846 in Beverly, Thaddeus Osgood, b. in Milford, N. H.; d. Dec. 26, 1854. Had: (1) Thaddeus, b. Sept. 5, 1847; (2) John Hood, b. Apr. 30, 1853.
321. **AMANDA BAILEY**, b. Aug. 19, 1832, at Wenham; m. May 2, 1851, in Danvers, William B. Jenness, s. of Samuel and Sally Jenness, b. in Strafford, N. H. Lived in Wenham and Alton, N. H. Had: (1) Alice Amanda, b. Oct. 20, 1854; (2) Harriet Elizabeth, b. Nov. 10, 1856.
322. **MARY ELIZABETH**, b. July 26, 1834, at Danversport; m. 1st, Feb. 24, 1856, Moses H. Goodwin, s. of Moses. He d. in Lynn, May 1, 1880; she m. 2d, Mar. 11, 1891, John W. Frost of Springvale, Me.; no issue; d. Aug. 24, 1895.
323. **WILLIAM HENRY**, b. Aug. 13, 1836, at Danversport.
324. **WENDELL PHILLIPS**, b. Feb. 25, 1839, at Danversport.
325. **JOSEPH EDWARD**, b. Mar. 26, 1841, at Danversport.
326. **CORNELIA ELIZA**, b. Mar. 5, 1844, at Danversport; m. June 17, 1871 at Saco, Me., John Francis Whipple, s. of Daniel and Adaline Whipple of Ipswich. Lives in Danvers. Had: (1) a child b. and d. Aug. 15, 1873; (2) Guy Montrose, b. June 12, 1876.
327. **EMELINE OSGOOD**, b. July 10, 1845, at Beverly, now Danvers; d. Mar. 21, 1903, in Danvers. (Emma O. Death rds.)

234 Jacob Augustine Hood, born May 5, 1822, at Marblehead, was graduated from Dartmouth College in 1844, and from Union Theological Seminary in New York

City in 1849. He was ordained and installed pastor of the Congregational Church, in Middleton, Mass., June 2, 1850. Afterwards he held pastorates in Pittsfield, and Loudon, N. H., and Schuyler, Neb., and filled many important public positions. He married, first, at Hamptonburgh, N. Y., Dec. 27, 1849, Kate Delia Hawkins. She was born in Scottstown, N. Y., Nov. 18, 1830, the daughter of Jacob Mills and Eleanor (Randall) Hawkins. She died Mar. 29, 1857, at Pittsfield, N. H. He married, second, Sept. 24, 1857, Emily Parker Greene. She was born May 9, 1838, at Pittsfield, N. H., daughter of Oliver P. and Charlotte Mayo (Fay) Greene. He died July 9, 1890, at Schuyler, Neb.

Children of Jacob Augustine and Kate Delia :

- 328. AUGUSTINE HAWKINS, b. Sept. 30, 1850; at Middleton, Mass.
- 329. ELLEN RANDALL, b. Feb. 5, 1853, at Middleton; m. Fred W. Pattee, b. Sept. 1, 1846.
- 330. KATE NEEDHAM, b. Dec. 11, 1856, at Pittsfield; N. H.; d. Apr. 19, 1876 at Lynnfield, Mass.

Children of Jacob Augustine and Emily Parker :

- 331. HERBERT FAY, b. Aug. 16, 1858, at Pittsfield, N. H.; d. Feb. 8, 1884, at Schuyler, Neb.
- 332. HARRIET FLINT, b. Aug. 20, 1870, at Maroa, Ill.
- 333. FLORENCE, b. Apr. 9, 1877; d. Apr. 22, 1877, at Schuyler, Neb.

239 Daniel Needham Hood, born Sept. 15, 1833, married, first, June 9, 1853, Maria Jennette Greenough. She was born Jan. 29, 1835, at South Boston, and was the daughter of John Grafton and Jennette (Putnam) Greenough. She died Feb. 21, 1880, at St. Augustine, Fla. He married, second, June 29, 1881, Helen (Burton) Balch. For thirty-eight years he was the head of the department of music in Rockford College in Illinois. In 1895 he removed to Woburn, Mass., where he is organist and musical director in the Congregational church.

Children of Daniel Needham and Maria Jennette :

- 334. NETTIE GREENOUGH, b. Jan. 25, 1855, at Brooklyn, N. Y.; m. Dec. 25, 1877, Frank D. Emerson. He d. Oct., 1907. Had: (1) Frances, b. May 29, 1882, at Rockford, Ill.; (2) Frederick Hood, b. Apr. 10, 1884, at Rockford, Ill.

335. CARRIE FRANCES, b. Oct. 4, 1858, at Rockford, Ill.; d. Mar. 20, 1880, at St. Augustine, Fla.
336. GENEVIEVE, b. Sept. 9, 1870, at Rockford, Ill.; m. Sept. 6, 1892, Jere Campbell, b. Nov. 9, 1868, at Chelsea, s. Charles A. and Lavinia (Hutchinson) Campbell. Had: (1) Richard Hood, b. Aug. 18, 1893, at Chelsea; (2) Barbara, b. Mar. 1, 1901, at Chestnut Hill. Lives at Providence, R. I.

240 George Henry Hood, born May 30, 1835, in Salem, married Sept. 18, 1859, at Chelsea, Frances Henrietta Janvrin. She was born in Chelsea, June 29, 1839, daughter of Dennis and Sarah (Knowles) Janvrin. Resided in Chelsea where he served in the Common Council. Founded the Boston Rubber Company and was interested in several other rubber manufacturing companies. Retired from business in 1896 and now lives in Hamilton.

Children of George Henry and Frances Henrietta, born in Chelsea:

337. HELEN FRANCES, b. June 28, 1860.
338. GEORGE HENRY, b. Oct. 1, 1862; d. Dec. 27, 1887.
339. FREDERICK CLARKE, b. Mar. 11, 1865; m. Nov. 4, 1891, Myra Tucker of Providence, R. I. Harvard University, 1886. With brother Arthur, established, in 1896, the Hood Rubber Co. at Watertown, Mass. Had: Donald Tucker, b. Feb. 13, 1893.
340. ARTHUR NEEDHAM, b. Feb. 15, 1868; m. Jan. 27, 1897, Ellen Katherine Van Voorhis, b. Dec. 13, 1867. Had: Frances, b. Mar. 3, 1899.
341. RICHARD PERCIVAL, b. Aug. 5, 1871; m. Nov. 12, 1906, Marie Bellanger. Harvard University, 1894. Lives in Paris, where he is European agent of the Hood Rubber Company.
342. FLORENCE HENRIETTA, b. May 11, 1876.

242 Salmon Dutton Hood, born in Topsfield, Feb. 17, 1830, married Mar. 31, 1850, Perthena Calista Pearson, who was born in Albany, Vt., Jan. 28, 1833, and was the daughter of John W. Pearson. They resided at Topsfield, in the homestead by Hood's Pond. She died Dec. 6, 1907. He was educated in the public schools and at Atkinson Academy and later studied probate law in the office of Col. Charles Kimball of Salem. He was a Justice of the Peace for nearly fifty years and much of his time

was devoted to the settlement of estates. For over 25 years he served as selectman and assessor in Topsfield, and also was superintendent of schools for several years, postmaster for seven years, and a well-known auctioneer. He died Feb. 18, 1908.

Children of Salmon Dutton and Perthena C.:

- 343. ELEANOR JENNESS, b. June 24, 1853; unm.; lives in Haverhill.
- 344. WILBUR FLETCHER, b. Nov. 8, 1855.
- 345. ELIZA CHARLOTTE, b. Dec. 29, 1857; m. Sept. 12, 1877, Frank L. Jacobs. Lived in Haverhill. Had one son, Francis Dutton, b. 1878.
- 346. SUSAN ISABEL, b. Feb. 9, 1863; m. Jan. 17, 1882, Eugene Horace Perley; d. May 15, 1898. Children: (1) Ada Isabel, b. Nov. 25, 1882; (2) Arthur Warren, b. 1884, d. in infancy; (3) Albert Edward, b. Oct. 17, 1885; (4) Helen Hood, b. Nov. 19, 1887; (5) Reuben Noel, b. Dec. 6, 1889; (6) Robert Reuel, b. Feb. 5, 1892; (7) Rachel Olive, b. Aug. 26, 1894; (8) Lawrence Titcomb, b. Nov. 13, 1896.
- 347. RALPH DUTTON, b. Aug. 28, 1874.

243 Richard Brainard Hood, born Jan. 31, 1826 in Topsfield. He married, first, May 28, 1848, in Beverly, Louisa Jane Webber of Shapleigh, Me. She was the daughter of John and Hepsibah (Beverly rds.) and was born May 14, 1826, and died Apr. 7, 1884. He married, second, in Salem, Oct. 27, 1886, Caroline, daughter of Joshua F. and Nancy (Flint) Safford of Northbridge. They lived in Danvers where he died Aug. 16, 1889. Contractor, teamster and street commissioner.

Children of Richard Brainard and Louisa Jane:

- 348. FRANKLIN EDSON, b. Feb. 2, 1850; unm.; d. Feb. 16, 1895, in Danvers. Boxmaker.
- 349. FRED BRAINARD, b. July 20, 1858.

246 William Orvin Hood, born May 4, 1830, married Feb. 13, 1856, Martha, daughter of Isaac and Mary Caldwell. She was born Nov. 5, 1833, at Beverly, Mass. They reside in Danvers. Engaged in the livery stable business, then in the coal business and afterwards in the manufacture of leather-measuring machinery. Overseer of the poor for many years.

Children of William Orvin and Martha :

350. **CHARLES WILLIAM**, b. Dec. 20, 1860; m. June 1, 1893, Elizabeth Gardner, daughter of Nathaniel and Harriet M. (Putnam) Boardman, b. Dec. 1, 1861, at Danvers. Bookkeeper for Waldo Bros., Boston. Lives in Danvers.
351. **CLARENCE ORVIN**, b. Sept. 11, 1863, in Danvers.

247 Adoniram Judson Hood, born Apr. 7, 1832, married Jan. 9, 1855, Catharine Reynolds, daughter of Joseph, jr. and Catherine Porter of Beverly, and lived in Danvers and Beverly. She was born July 17, 1833, at Beverly. He died Aug. 16, 1895 at Beverly. Enlisted Oct. 21, 1861; discharged Oct. 30, 1864. Teamster.

Children of Adoniram Judson and Catharine R. :

352. **NANCY PORTER**, b. May 18, 1869; d. Aug. 27, 1869.
353. **ALICE REYNOLDS**, b. June 20, 1875, dau. of Leonard C. and Mary A. (Hood) Legro (adopted while an infant); m. Jan. 9, 1895, Edward A. Haibon. Lived in Beverly. Had: (1) Ruth Porter, b. June 23, 1897; (2) Albert Judson, b. June 7, 1900.

253 George Alfred Hood, born July 13, 1846, at Philadelphia, Pa., married Aug. 3, 1870, Mary Elizabeth Clark. Congregational minister, engaged in the Home missionary field. Is Home Missionary Superintendent for Colorado at the present time.

Children of George A. and Mary Elizabeth :

354. **CORA CLARK**, b. Apr. 29, 1871; m. Rev. Arthur Bumpus.
355. **EDWARD CLARK**, b. Mar. 10, 1874; m. Mabel Eddy of Newton, Mass. Had: (1) Donald, b. Sept. 26, 1905.
356. **BESSIE BELL**, b. Feb. 15, 1878; m. Oct. 12, 1906, Rev. Arthur Guy Graves.

254 Edward Cleaves Hood, born Apr. 21, 1848, at Lawrenceville, Pa., married June 6, 1878, Carrie Oakman Gardner of Hingham, Mass.

Children of Edward Cleaves and Carrie O. :

357. **HELEN GARDNER**, b. Mar. 22, 1879.
358. **EDWARD OAKMAN**, b. Sept. 26, 1883.
359. **ANNA BELL**, b. Aug. 25, 1884; d. Sept. 15, 1884.

259 Elisha Augustus Hood, born in Haverhill, April 5, 1822, married in Topsfield, April 18, 1844, Mary Jane, daughter of Josiah and Betsey Gould of Topsfield, born Dec. 30, 1824. He died in Boxford July 30, 1873, and she died in Georgetown April 11, 1896.

Children of Elisha Augustus and Betsey J. :

- 360. EDWARD AUGUSTUS, b. Sept. 16, 1845, in Topsfield (Sept. 17, Bible rds.); stable keeper; lived in Georgetown, where he d., unm., Apr. 4, 1896.
- 361. MARY ALICE, b. May 31, 1849, in Topsfield; m. Nov. 23, 1868 (Nov. 26. Bible rd.), Charles A. Beckford, s. of William and Lucinda F. (Small) Beckford; lived in Danvers and Salem. He d. in Salem, Mar. 13, 1896, æ. 50 y. Had: (1) Ralph L., b. Sept. 13, 1869, in Danvers; (2) Mabel Herrick, b. Nov. 16, 1881, in Salem.
- 362. ELIZABETH HERRICK, b. Apr. 16, 1852 (Bible rd.), in Boxford; d. Dec. 17, 1852, in Boxford.
- 363. WALTER GOULD, b. Mar. 9, 1854, in Boxford; d., unm., in Georgetown, Sept. 29, 1879.
- 364. NELLIE BROWN, b. June 25, 1858, in Topsfield; unm.; lives in Danvers.

265 George Abbott Hood, born Sept. 7, 1835, in Lynn, married, Nov. 23, 1858, Emma J. Calvert of Louisville, Ky. He died Oct. 17, 1865, in Lynn.

Children of George Abbott and Emma J. :

- 365. ELLA HERMIONE, b. Dec. 6, 1859, Louisville.
- 366. HARRIET MARIA, b. Sept. 8, 1861, Louisville.
- 367. PERSIS CALVERT, b. July 6, 1863, Cincinnati; d. Jan. 16, 1865, in Lynn.
- 368. CORA, b. July 6, 1863, in Lynn; d. in Lynn.

294 Harvey Perley Hood, born in Chelsea, Vt., Jan. 6, 1823, married May 5, 1850, Caroline L., daughter of John and Clarissa (Thompson) Corwin. They lived in Derry, N. H. With his three sons, he built up a large business as a milk contractor, having a large farm at Derry, with offices in Lynn, Boston, and Salem, and employing nearly 200 men. He died June 17, 1900.

Children of Harvey P. and Caroline L.:

369. LAURA CAROLINE, b. Sept. 6, 1851; m. Nov., 1893, John Walter Johnston.
370. CLARA REBECCA, b. Oct. 22, 1854; m. June 4, 1902, Greenleaf Kelly Bartlett.
371. NELLIE FRANCES, b. Oct. 23, 1856; m. Feb. 1, 1882, Marcel Nelson Smith. Had: (1) Clara Nellie, b. Dec. 6, 1882; d. Dec. 25, 1885; (2) Nelson Harvey, b. Feb., 1890; (3) Miriam, b. Oct. 15, 1891; (4) Lawrence Marcel, lived two weeks.
372. CHARLES HARVEY, b. Feb. 26, 1860; m. June 10, 1886, Katharine Wyman Eastman. He is a milk contractor and lives in Derry, N. H. Had: (1) Marion Allen, b. July, 1888; (2) Caroline Wyman; (3) Harvey Perley; (4) Sabra; (5) Helen Eastman.
373. EDWARD JOHN, b. Oct. 19, 1863; m. June 27, 1893, Harriet Geddes. He is a milk contractor and lives in Derry, N. H. Children: (1) Marjorie; (2) Zaida Marguerite.
374. GILBERT HENRY, b. May 11, 1866; m. June 27, 1893, Helen M. Davis. He is a milk contractor and lives in Derry, N. H. Children: (1) Emily Caroline, b. Nov. 30, 1897; (2) Gilbert Henry, b. Aug. 12, 1899.

306 Charles White Hood, born Mar. 5, 1840, at Worcester, Vt.; married Aug. 9, 1863, Mary B., daughter of Henry and Lorena (Palmer) Sutherland. She was born July 2, 1846, in New York City. They live in Jersey City, N. J.

Children of Charles W. and Mary B.:

375. LORENA JOANNA, b. Dec. 1, 1864.
376. ANNA MARTIN, b. Oct. 31, 1867.
377. CHARLES HERBERT, b. Nov. 28, 1869.
378. ALFRED COOKMAN, b. Dec. 23, 1873.
379. MILTON BROWN, b. Sept. 18, 1875.
380. RALPH SUTHERLAND, b. June 20, 1886.

308 Milton B. Hood, born in Worcester, Vt., Oct. 11, 1843; married June 26, 1872, Fanny, daughter of Joseph and Lucy J. (Reynolds) Montgomery. She was born Aug. 18, 1850, in Derry, N. H. They live in Melrose; manufacturer of cologne.

Children of Milton B. and Fanny :

- 381. MERCY MONTGOMERY, b. July 17, 1875.
- 382. JOSEPH MONTGOMERY, b. Apr. 3, 1877.
- 383. LAURA MONTGOMERY, b. Nov. 21, 1879.

312 Phineas Hood, married Mary J. Needham.

Children of Phineas and Mary J. :

- 384. ALICE JANETTE NEEDHAM; m. Prof. Amos E. Dolbear of Tufts College. Children : (1) Alice Gertrude, b. Nov. 22, 1871, at Bethany, W. Va., d. Oct. 22, 1882, at College Hill; (2) Clinton Emerson, b. Dec. 10, 1873, at Bethany, W. Va., m. Mrs. Florabel Weatherbee, at Somerville. Children: Gertrude, b. May 20, 1900, in Hyde Park; Alice, b. May 20, 1902, in California. (3) Katy Ella, b. Oct. 18, 1875; (4) Mary Elizabeth, b. Mar. 14, 1885; (5) Samuel Hood, b. Dec. 6, 1886; (6) Benjamin Leslie, b. Dec. 1, 1887. The last four were born at College Hill, Mass.
- 385. ELLA MELINDA, m. 1st, Ivan Townsend; m. 2d, Rufus J. Culver.
- 386. IDA MARY.
- 387. LURA ETHYLENE, m. Elmer Clifford Clark.

323 William Henry Hood, born Aug. 13, 1836, at Danversport; married, first, Sept. 28, 1858, Sarah Elizabeth, daughter of Christopher Hammond, of Danvers. She was born Jan. 11, 1839, at Berwick, Me., and died Oct. 20, 1862. He married, second, Dec. 4, 1863, Augusta P., daughter of William Batchelder and Sophia (Friend) Dodge, of Beverly. She was born Feb. 22, 1834, in Beverly, and died Sept. 28, 1886. He married, third, Oct. 3, 1891, Mrs. Clara Tufts, daughter of Oliver and Betsey Trafton of Springvale, Me. She died Mar. 31, 1894, and he died Jan. 15, 1898. Wheelwright, and lived in Haverhill and Danvers. Deputy sheriff and tax collector for many years.

Child of William Henry and Sarah Elizabeth, born in Danvers :

- 388. JOSEPH EDWARD, b. Aug. 4, 1862; d. Sept. 28, 1862.

Children of William Henry and Augusta P.:

389. **LIZZIE FRANCES**, b. Sept. 9, 1864. (See 173.)
390. **ADDIE REBECCA**, b. Feb. 2, 1867; m. Dec. 16, 1891, Daniel W. Mason (2d m.), s. of Oliver and Elizabeth Mason of Fall River. Lived in Pawtucket, R. I. Had: (1) Kenneth Oliver, b. Apr. 12, 1893, in Pawtucket; (2) Francis Hood, b. Apr. 4, 1905.
391. **CALEB BATCHELDER**, b. Apr. 14, 1872; m. Jan. 5, 1898, Nina F., daughter of Henry T. and Lucy (Hardwick) Milton of Danvers, b. Jan. 7, 1873. They reside at Danvers. Bank clerk in Boston. Had: (1) Philip Milton, b. Mar. 19, 1902, in Melrose.

324 Wendell Phillips Hood, born Feb. 25, 1839, at Danversport; married Mar. 27, 1866, Maria Phelps, daughter of William R. and Mary Putnam. She was born Apr. 5, 1843, at Wenham. Enlisted in Co. A, 10th R. I. Vols., discharged Sept. 1, 1862; enlisted Nov. 7, 1862, Co. F, 48th Inf.; hospital steward at Port Hudson and at Baton Rouge; discharged Sept. 3, 1863. Graduated at Dartmouth College in 1865. Principal of High School and Supt. of Schools for many years. Lives in Melrose.

Children of Wendell Phillips and Maria P., born at Red Wing, Minn.:

392. **ROBERT PUTNAM**, b. Feb. 17, 1868; m. Nov. 3, 1898, Mary Ann Campbell of Melrose, b. Aug. 17, 1873. Lawyer, Boston University Law School, 1890. They live in Melrose. No issue.
393. **WILLIAM PHELPS**, b. Apr. 2, 1870; d. Aug. 4, 1870.
394. **SUSAN MABEL**, b. May 10, 1876; Smith College, 1901; m. Oct. 5, 1904, George W. Emerson of Amesbury, s. of Charles W. and Susan (Littlefield) Emerson. Live in Amesbury. Had: (1) Edward Everett, b. Sept. 2, 1905, in Danvers; (2) Elizabeth Capen, b. Nov. 22, 1906, in Salem.

325 Joseph Edward Hood, born Mar. 26, 1841, at Danversport; married Nov. 18, 1866, Martha A., daughter of Joseph and Electa (Taylor) Gilpatrick, and lived in Danvers. She was born Mar. 30, 1843, at Shapleigh,

Me., and died Sept. 6, 1897, in Danvers. Lived in Danvers, where he died May 8, 1901. Enlisted Aug. 19, 1862, in Co. F, 35th Regt. Mass. Vols. ; wounded July 30, 1864, at Petersburg, Va. ; discharged Apr. 10, 1865, as sergeant. Postmaster at Danvers for nearly twenty years ; town clerk, collector of taxes, and overseer of the poor.

Children of Joseph Edward and Martha A. :

- 395. RALPH OTHO, b. July 5, 1870; m. Oct. 6, 1898, Grace B., daughter of Jefferson and Emily J. (Berry) Hayes of Danvers, b. Aug. 21, 1879, at Stoneham, Mass. Electrical engineer. They live in Danvers. Had: (1) Ralph Stedman, b. June 11, 1899; (2) Grace Geraldine, b. Apr. 9, 1902; (3) Martha, b. June 17, 1907.
- 396. CHARLES E., b. Jan. 22, 1873; d. same day.
- 397. MABEL ELECTA (twin), b. June 26, 1877; m. Nov. 18, 1903, Nathan Perley Clark, s. of Nathan J. and Georgiana B. (Perley) Clark.
- 398. LEROY STANLEY (twin), b. June 26, 1877; d. May 31, 1879.

328 Augustine Hawkins Hood, born Sept. 30, 1850, at Middleton ; married Nov. 25, 1879, Kate A. Fогerty, at Carlinville, Ill. She was born Feb. 12, 1858.

Children of Augustine Hawkins and Kate A. :

- 399. GEORGE DANIEL AUGUSTINE, b. May 26, 1881, at Carlinville.
- 400. LEO HERBERT, b. May 2, 1884, at Carlinville.
- 401. LOUIS, b. Aug. 2, 1887, at Bellevue, Neb. ; d. May, 1893.
- 402. MARY KATE, b. Feb. 7, 1890, at Bellevue, Neb.

344 Wilbur Fletcher Hood, born Nov. 8, 1855 ; married, Dec. 19, 1880, Nettie Mabel, daughter of William M. and Martha Kneeland. Shoecutter, lives in Topsfield.

Children of Wilbur Fletcher and Nettie M. :

- 403. ROY EATON, b. Sept. 6, 1882.
- 404. HARRIS LEON, b. Jan. 22, 1885.
- 405. ALICE, b. Aug. 2, 1899; d. Mar. 1, 1906.

347 Ralph Dutton Hood, born Aug. 28, 1874 married, first, Nov. 29, 1894, Annah Emerson Jacobs. She

died in Haverhill, Sept. 8, 1898. He married, second, Jan. 24, 1904, Maude Currier. Civil engineer; lives in Haverhill.

Child of Ralph Dutton and Annah E.:

406. PAUL EMERSON, b. Nov. 16, 1895.

347 Fred Brainard Hood, born July 20, 1858; married, Aug. 1, 1878, Sarah Lindsey, daughter of George H. and Priscilla (Harlow) Barrett, and lived in Danvers. She was born Aug. 14, 1859, in Marblehead, and died March 16, 1905, in Danvers. He died Feb. 3, 1902, in Danvers. Teamster and motorman.

Children of Fred Brainard and Sarah L.:

407. LOUISA BELLE, b. Feb. 14, 1879.

408. HARRY PRESTON, b. May 28, 1880.

409. MARIAN LINDSEY, b. Oct. 2, 1886.

351 Clarence Orvin Hood, born Sept. 11, 1863, at Danvers; married, Oct. 2, 1894, Abbie Elizabeth, daughter of Chauncey S. and Alice G. (Black) Richards, of Danvers. She was born Feb. 24, 1866, at Danvers. He is a dentist, and resides at Beverly.

Children of Clarence Orvin and Abbie E.:

410. CHAUNCEY RICHARDS, b. Nov. 21, 1895.

411. MARTHA, b. Feb. 25, 1898.

NEWSPAPER ITEMS RELATING TO ESSEX COUNTY.

(Continued from Vol. XLIV, page 347.)

These may inform those who may have the Care of providing the BAYONETS for the Province, that *Jacob Tyler of Andover*, Blacksmith, will provide the Regiment to which he belongs, if timely notified, and they shall be done in a Workman-like Manner.

Boston Gazette, Feb. 13, 1758.

Portsmouth (in New Hampshire) February 24.

The Day before the Fleet sail'd, early in the Morning a Man belonging to Ipswich who had been press'd about a Week on board the *Enterprize* coming in from Sea, not inclining to see London till he had paid a Visit to his Friends, bundled up his Cloaths, tied them on his Head, lower'd himself down into the Water, swam about half a Mile, and came ashore at the Point; Tho' some of the Ship's Crew discovered him at a Distance in the Water, and pursued him immediately but could not over-take him, he clamber'd up the Rocks, got on the Land, and ran from them like a lusty Fellow, no doubt to their great Mortification, and got clear.

Boston Gazette, Mar. 6, 1758.

In a few Days will be Published,

A Summer-Morning's Conversation on the Doctrine of Original Sin, between a Minister, and a Neighbour. Being a REPLY to a late Anonymous Pamphlet Intituled, A Winter Evening's Conversation on the same Subject, between a Minister and three Neighbours, By the Rev. PETER CLARKE of *Danvers*. Together with an AP.

PENDIX, in Answer to a Piece lately published in *Connecticut*, relating also to said Subject—Those who have Subscription Papers in their Hands, are desired to send them to S. KNEELAND in *Queen-street*.

Boston Gazette, Mar. 6, 1758.

By two Vessels arriv'd at Salem in about 26 Days from St. Martins, we have Advice of the following Vessels being arrived and taken, viz. Capt. Dodge of Salem, taken. Worth of Newbury, taken. Hodgkins of ditto, taken. Florence of Marblehead, taken.

Boston Gazette, Mar. 13, 1758

We hear from Cape Ann, that last Monday as Capt. Soams of that Town was fixing a Bayonet on his Gun, not knowing it was charg'd, it unhappily went off, and shot his Father and Brother in a terrible Manner; his Brother died in a few Hours after, and his Father lies in a dangerous Condition.

Boston Gazette, Mar. 20, 1758.

THIS DAY PUBLISH'D,

(*And Sold by the Printers hereof;*)

Spiritual Fortitude recommended to young Men, in resisting and overcoming the wicked one, by the Word of God abiding in them. A SERMON Preach'd at a Lecture to a Society of young Men, in the North-Parish of Danvers, December 15th 1757. By PETER CLARK, M. A. Pastor of the first Church in Danvers.

Boston Gazette, Mar. 20, 1758.

ALL Licenced and permitted Persons in the County of *Essex*, are hereby notified to pay the Duties of Excise, which by Law will be due to the Subscriber (in Manner following), namely. Those of *Salem, Beverly, Wenham, Boxford, Topsfield* and *Danvers*, at the House of Mrs. *Margaret Pratt*, Innholder in *Salem*, on the 5th Day of *April* next. Those of *Marblehead*, at the House of Major *Richard Reed*, Innholder in *Marblehead* on the 10th Day of the

Same Month. Those of *Manchester* at the House of Mr. *John Allen*, Innholder, on the 17th Day of the same Month. Those of *Glocester*, on the 18th Day of the same Month, at the House of Mr. *James Broom*, Innholder in said *Glocester*. Those of *Ipswich* on the 24th Day of the same Month, at the House of Capt. *Nathaniel Treadwell*, Innholder in said *Ipswich*. Those *Newbury*, *Rowley*, *Almesury*, and *Salisbury* at the house of Mr. *Joseph Newhall*, Innholder in *Newbury* aforesaid, on the 25th and 26th Days of *April* aforesaid. Those of *Andover* and *Methuen* at the House of Mr. *Asa Foster* in *Andover* aforesaid, on the 1st day of *May* next. Those of *Haverhill* & *Bradford* at the House of Mrs. *Hannah Foster* Innholder in *Haverhill*, on the 2d Day of the same Month. At Times and Places above mentioned, Attendance will be given, by

JACOB ASHTON, *Farmer*.

N. B. No Accounts will be received, unless they be according to Law.

Boston Gazette, Mar. 27, 1758.

The beginning of last Week a small Shock of an Earthquake was felt at Newbury, and Towns adjacent.

Boston Gazette, Apr. 10, 1758.

Last Monday Morning a fishing Vessel belonging to Capt. Coles of Marblehead, arriv'd there from the Banks; which Vessel, with a Schooner belonging to Mr. Samuel Selman, having put in at the isle of Sable about a Week before to get Wood, were taken by a Number of Men, which belong'd to a French Privateer Sloop that had been cast away on that Island; The last mention'd Schooner they kept Possession of, and in the other sent all the Men home.

Boston Gazette, Apr. 24, 1758.

The Rev. Mr. Thomas Barnard of Salem is chosen and accepted to preach the Sermon before the ancient and honourable Artillery Company in June next.

Boston Gazette, May 1, 1758.

Three fishing Schooners also arrived at Cape Ann last Week, from the Banks, with but little Fair; the Skippers inform, that there was such a Surf, they could not continue fishing, they put into Cape Sables, and brought off all the Cannon of the French Privateer cast ashore there, as lately mentioned in this Paper.

Boston Gazette, May 8, 1758.

Lost on the Road between *Boston* and *Newbury*, on the first of *April* last, about One Hundred and Twenty Dollars, chiefly mill'd. Whoever shall give intelligence of the same to Messrs *John Nutting* junr. of *Salem*, *William M'Hard*, of *Newbury*, or the Printers hereof, so that the Owner may recover them, shall receive Twenty Dollars reward and no Questions ask'd.

Boston Gazette, May 8, 1758.

Lost on the 3d Instant, between *Charlestown* Ferry and *Mr. Porter's*, Innholder in *Danvers*, a Bundle of Whalebone, containing 6wt. Whoever, has taken it up, and will convey it to *James Foster* of *Ipswich*, or *Mr. William Whitwell* of *Boston*, shall be handsomely rewarded for taking of it up.

Boston Gazette, June 26, 1758.

JOHN GREER, STAY-MAKER.

Hereby informs his Customers that he has remov'd from *Marblehead* to *Boston*, and lives in the next House to Captain *Sigourney's* Distill-House in *Black Horse Lane*, near *Charlestown* Ferry, where he makes Stays of the Newest Fashion at a reasonable Price. The said *John* also at any Notice will wait on the Ladies his former Customers, or any other in Town or Country, who please to favour him with their Commands.

Boston Gazette, July 10, 1758.

(To be continued.)

RECORDS OF THE VICE-ADMIRALTY COURT AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE REVOLUTION AND THE WAR OF 1812.

(Continued from Vol. XLV, page 48.)

DIAMOND, schr., one Drew, master, from Plymouth, bound on a fishing voyage, owned by one Winslow of Plymouth, captured about June 20th, 1780, off Cape Cod, by the Letter of Marque Schooner Lucy, of Liverpool, to which port the prize was taken.

DIANA, brigantine, one Caseby, master. A recapture. Libel, Aug. 19th, 1780. Recaptured by Letter of Marque Dispatch.

DIANA, brigantine, Hugh Chisholm, commander, built at Dover on Piscataqua River about four months previous to capture, owned by Mr. Martin, Mr. Wentworth and others in Portsmouth, bound on a cruise in the Gulf of St. Lawrence and Banks of Newfoundland, captured July 21st 1781, by H. M. S. Danæ after a chase of ten hours. Hugh Chisholm made deposition.

DIANA, brigantine, a recapture. "Heylen Mayberry Master of the Brigantine Diana being duly sworne Deposeth, that he was taken in the said Brig the beginning of August by an Arm'd sloop called the Rover in the latitude 38°, 42 Long. 46°, 30" that the said sloop carried 14 guns, & had 95 men on board, that they chased him from four o'clock in the morning till 12 at noon when they boarded the Brig & took Possession of her and then shap'd their Course for Salem, New England, that the Rebels told him the Sloop belong'd to Salem, that in

about 3 weeks after they were taken they made Cape Ann and got into a place called Braces Cove, & there Capt. Burr in the Milford Man of War came and cut the said Brig out under the fire of the Rebels who fir'd upon him the whole time, that the said Brig & Cargo belongs to Messrs. Charles Morris & John Church, Merchants in Cork."

DIANA, ship, William Andrews, master, libel filed April 4th, 1783, on behalf of the brigantines Howe and Shark. Decree pronounced as on file whereby the ship *Diana* and cargo was decreed to be restored to the claimant, from which Mr. Nesbitt Advocate General in behalf of the captors moved for an appeal.

DILIGENCE, brig, loaded with cyder, cotton, molasses and salt, bound to Elizabethtown, New Jersey, captured off Sandy Hook, about March 27th, 1776, by H. M. S. Phenix and Asia.

DINAH, brigantine, a recapture. "James Robert Mosse, Lieut. of his Majesty's ship Juno, being Duly Sworne Deposeth as follows — that on or about the 6th of October Instant, being on a cruise off Cape Sables they fell in with and retook the Brigantine *Dinah*, that they found she was loaded with Provisions, that they found no papers on board except a Charter Party between John Wilkinson owner of the Brig Dinah and the Commissioners for Victualling his Majesty's Navy and a Mediteranean pass and copy of a Commission given to John Lee Commander of the schooner Hawke by the Congress signed by John Hancock, President, which schooner was from Newbury-Port in the Province of the Massachusetts Bay that they found none of the hands on board the Brig that were first ship'd for the voyage that she was entirely in the Hands of the Rebels that they were proceeding with her to Newbury Port."

"Robert Clark late Mariner of the ship Nancy mounting 14 Carriage Guns one Cowen Master bound from Cork to Quebec Deposeth that the said ship Nancy was taken by a Rebel Privateer call'd the Hawke Commanded

by John Lee in the month of Sept. last in the Latitude 46, that the deponant was left on board said ship Nancy, with 14 of the Privateers men that about 14 days afterwards they fell in with the Brig *Dinah* in the Lattitude 42 which Brig they took and put the deponant on board together with three of the Rebel Privateersmen, that afterwards on or about the sixth of October Instant, they fell in with his Majesty's ship Juno who retook the Brig. *Dinah*."

DOLPHIN, brig, of Falmouth, loaded and bound from there to the West Indies, cargo : boards, shingles, staves and hoops. Captured about Nov. 19th 1776, to the southward of George's Banks, by H. M. S. Unicorn. The people of the Brig fired upon the boats from the Unicorn. William Roberts, seaman on board the *Dolphin*, made deposition.

DOLPHIN, brigantine, David Felt, master. Libel filed Oct. 4th, 1782, on behalf of H. M. S. Chatham and Charlestown. Evidence as on file.

DOLPHIN, schr., Aaron Burnham, master, registered at Gloucester, Apl. 16th, 1779, bill of sale of said schr. made William Jones to Daniel Collis, dated Newbury Port, Apl. 14th, 1779, exhibited, also a receipt from Seth Barns of Yarmouth, N. S., for 58 barrels of tar and turpentine. Seized by Jonathan Binney, Deputy Collector of H. M. Customs for contraband trading, and condemned as forfeited, May, 1779.

DOLPHIN, schr., John Collyer, master, Dominico for Marblehead, cargo: rum, sugar and coffee, lost her rudder and got into Port Mutton, N. S., where Colonel Perkins, commanding the Militia at Liverpool, and others, captured her about the beginning of March, 1780, and took her to Liverpool, and probably afterwards to Halifax to be sold. Thomas Curtis, mate of the *Dolphin* made deposition.

DOLPHIN, schr., Joseph Clark, master, on a fishing cruise, last from Piscataqua, captured July 21st, 1777, at Passamaquoddy by armed brig Hope, and taken to Windsor.

All papers found on her, except one, produced. That one, the prize master deposed he understood was a passage from the Committee of Safety at Passamaquoddy for the said schooner to pass and repass unmolested, & was found in a house at Passamaquoddy.

DOLPHIN, schr., loaded with flour, bound to Martinico, captured off Cape Charles in Virginia about June 17th, 1776, by H. M. S. Otter.

DOLPHIN, schr. alias TWO BROTHERS and BETSEY sloop. Libel Sept. 11th, 1782, by armed brigantine Meriam.

DOLPHIN and DISPATCH, schrs., privateers. "Lemuel Goddard, Midshipman of the Brig Observer, John Crymes Esq., commander, being duly sworn deposes, That on or about the first of September last being off LaHave, they Discovered Two Small Armed schrs, That The Observer gave Chase to them, and they Run into false LaHave and Run the Vessels Ashore, that the people belonging to them all made their escape, that they found no papers, one Schooner had seven Swivels on the Comings of the Hatchways, and the other had 5 fixed in the same manner, that Captain Crymes ordered them to Liverpool, that one was about 18 tons, the other about 12 or 13 tons."

DON QUIXOT, sloop, Newbury to the eastward after a load of wood. Had on board a small quantity of molasses, sugar, cotton and coffee, captured in the fall, 1780, off Cape Porpoise, by Letter of Marque schooner Mowatt.

DOVE, sloop. "Moses Dolsby, late Seaman on board the Sloop *Dove*, being duly sworn Deposeth that he sailed from Cherristown, in Virginia in Sept^r last and was Bound taken by a ship called the Peggy, belonging to Thomas Cochran of Halifax, and afterwards was retaken by an American Privateer called the Pilgrim, and a little time after was taken again by the Chatham, that he was taken out of the sloop and kept on Board the Chatham, that he never saw the Sloop afterwards until he came into this Harbour, and further Deposeth that the said sloop

Dove & Cargo, Did belong to John Kindall & Henry Harman in Virginia, that she is partly loaded with tobacco."

"Jeremiah Farnan Seaman on Board His Majesty's Ship Charlestown, being duly Sworn Deposeth that he was on a Cruize in Said Ship in Boston Bay the 15th October Inst. when they fell in with a Sloop which they Chaised about Four Hours and took her and found she was in the possession of the Rebels, Loaded with Tobacco Bound to Boston, that Capt. George put the Deponant on Board as Prize Master as Brought her safe into this Port, that there was no papers found on Board her."

DREADNAUGHT, privateer schr. Libel filed Sept. 24th, 1782, on behalf of the armed brigantine Observer. Evidence of Amos Potter and Lemuel Goddart taken as on file.

EAGLE, brigantine, Seth Storer, master, Salem to the West Indies, cargo: fish and lumber, captured Oct. 8th, 1781, in Boston Bay, by H. M. S. Chatham. Seth Storer made deposition.

EARL OF GLENCAIRNE, ship, Alexander McCall, master, a recapture. "James Karr being duly sworne deposeth that he belonged to a Privateer Schooner out of New York, that on the 5 or 6th of this month [Aug. 1779] he was taken by the Boston & Dean Frigates & was put on board the Boston, that on the 9th of August they fell in with the Ship *Glencairne* which they took, that the Deponent was put on Board the Ship *Glencairne* after she was taken, that he saw the Rebel Boats pass & Repass near an Hour and a half before he was put on Board the Ship *Glencairne*, he saw several Trunks & Blankets filled with Pieces of Chuk & other things carried from the Ship by the Americans, & that he also saw four or five Deale Boxes about 14 Inches long & 8 or 9 Inches wide which had been Broke open & things taken out but what they Contained he does not know, that he saw several Bundles of Silk Stockings & Pieces of Chuk delivered the Rebel Prize Master by the Rebel Seamen, that afterwards on or about the 23d of

August Inst. they fell in with the *Romulus*, Captain Gayton, who retook the ship *Earl Glencairne* & brought her safe into this Port." The *Earl of Glencairne* was bound from Greenock to New York, and was taken on Nantucket Shoals by the *Dean and Boston*, who took out the captain, passengers, and all the crew with the exception of two seamen.

ELIZABETH, brigantine, Thos. Howe, master, Bordeaux to New York, cargo: wine and brandy, captured May 2d, 1778, off Cape Anne, by H. M. S. *Rainbow*. The master, Thos. Howe, made deposition, and claimed the brig^t but failed in his claim.

ELIZABETH, brigantine, a recapture. "Thomas Perry mate of the Brigantine *Elizabeth* William Garnett late Master being duly sworn deposeth that on his Passage to Antigua, from Liverpool on the thirteenth day of January last [1777] they were taken in the Lattitude 17.14 North and Longitude 36.30 West by a Sloop call'd the *Lion* commanded by one Timothy Shaler from Connecticut, that the said Sloop chas'd them three hours, and that they fired two Broadsides and three Guns before the Brig Struck to them, that after they Struck the Privateers people came on board and took out of the Brig eight People besides two Gentlemen Passengers, that they left only an old man and a boy and the Deponent on board the Brig, that they took out of the Sloop a Prize Master and Seven hands, and put on board the Brig and then steerd for Egg Harbour near Philadelphia, that on the 23d day of February last in Longitude 61: 58. Latt. 35: 29, they fell in with the *Milford* Man of War Commanded by Captain Barkley, who retook the said Brigantine the 24th and sent her into this Port. That before the said Brig was taken by the *Milford*, the Rebels had Plundered her of many valuable articles; that the Papers from number one to ten were all the Papers the Rebels left on board the Brig, that belonged to her."

ELIZABETH, brigantine, loaded with powder, arms and dry goods, no papers on board, bound to New York, cap-

tured the beginning of June, off Long Island, by H. M. S. Cerberus.

ELIZABETH, sloop. The Advocate General filed the deposition of Thomas Prestland, taken before Joseph Winniet. Cause: James Hawker, commander of H. M. Ship of War the Mermaid vs. Sloop *Elizabeth* & cargo, dated July 11th, 1777.

EMERALD, brig, *retraxit*.

ENDEAVOUR, brigantine, a recapture, from Greenock in Scotland to Halifax, James Robertson, then master, cargo: beef, pork, soap, candles and butter, taken Aug. 21st, 1781, off Isle of Sables, by the privateer brig Swift, commanded by John Fittle, of Salem, 14 guns, and course shaped for Salem, recaptured about Aug. 31st, 1781, off Cape Ann, by the Gen. Monk, and taken to Penobscott.

ENTERPRISE, ship, a recapture. "Alexander Francis Landsman on the Ship *Enterprise*, being Sworn Deposeth that he shipp'd on Board said vessel last spring, Captain Winter, bound on a Cruize, that she mounted 22 Guns and navigated with 140 men, owned by Thomas Eason & Co. of Bristol, that the latter end of July last being near the Landsend, they fell in with a Rebel Ship, which Chased them about three days and came up with the *Enterprise*, that she mounted 16 Guns, that she Engaged them four Glasses & an half when the *Enterprise* struck to her having four men killed and two wounded, that she was called the Franklin, that they took out all the men belonging to the *Enterprise* but six, and were carrying her to Salem, that the latter end of August they fell in with His Majesty's Ship Amphytrite who retook the Ship *Enterprise* and sent her safe into Penobscott."

ESTHER, schr. of Georgia River. Goods seized on board the schooner *Esther*. The *Esther* was captured in Georgia River about the latter end of February, 1776, with no papers on board, by H. M. S. Scarborough. They took the goods out of her and she was afterwards burnt. The goods were put on board the ship Rittenhouse and brought to Halifax.

ESTHER, schr. understood to be owned in Cape Anne, from Carolina to Cape Anne, cargo : rice and tar, captured April 29th 1777, about four leagues from Cape Anne, by H. M. S. Scarborough.

EUNICE, brigantine, Ebenezer Peck, master, from the West Indies to New Haven, where she was built and owned by Chipman Todd and Ebenezer Peck, cargo : salt, rum and sugar, carried six six pounders and one four pounder, had three passengers and thirty-four hands, master included, captured previous to Jan. 8th, 1783, by H. M. S. Garland.

EUROPIA, sloop, a recapture. From the West Indies for Halifax, with rum and fruit, captured Oct. 19th, 1781, by the ship Minerva, American Letter of Marque, from Amsterdam to Newburyport, and recaptured the next day in Lat. 42° N., Long. 66° W., by H. M. S. Assurance. The *Europia* was owned by Mr. Cochran of Halifax.

FAIR AMERICAN, brigantine, privateer, Hugh Chesholmn, commander. Libelled Oct. 4th, 1781, by H. M. sloop of war the Vulture. "The evidence of Hugh Chesholmn taken as on file."

FAIR PLAY, schr., bound for West Indies, loaded with lumber, captured early in December, 1778, near Frenchman's Bay, by the True Blue.

FALMOUTH PACKET, schr., libelled by armed schooner David, Feb. 20th, 1781, all evidence and decree referred to "as on file," giving absolutely no information.

FANNY, brigantine, Samuel Tucker, master, from Granada to Salem, cargo : rum, captured Oct. 18th, 1781, near Brown's Banks, by H. M. S. Charlestown.

FANNY, sloop, William Britton, master, loaded with flour, tobacco and lumber, detained and brought to port by the brig that brought the Hessian troops, seized by H. M. S. Niger, as forfeited. Date of libel, June 29th, 1776. The master of the *Fanny* made deposition.

FANNY, brigantine, a recapture. "James Spence mate of the Brigantine *Fanny* being duly sworn depose, that the said Brigantine was Bound on a Voyage from Falmouth in England to Quebec, loaded with Wines, that on or about the 8th of July last they fell in with a Rebel Privateer Schooner of 10 Carriage Guns, call'd the True Blue, that the Rebels Boarded & took Possession of said Brig being in the Latitude 45° N. Long. 33. That the Rebels took out the master John Wood, & all the hands except the Depon^t & a Boy, & also took out all the Papers except the Register & Bill of Sale of the Vessel, which are in the Attorney Genls. Hands, that they put on Board said Brig 7 men and a Prize Master & stood to the Westward for Marblehead, that on the 29th of August last being near the Seal Islands in this Province they fell in with his Majestys Ship of War the Mermaid, James Hawker Esq^r Commander who retook the said Brig *Fanny* & sent her Safe into this Port of Halifax, that when the Mermaid took possession of the Brig^t the Rebels made their escape in the Boat & the Boy with them."

FLYING FISH, John Gavett, commander, fitted out at Salem, bound on a cruize on the Banks of Newfoundland, owned by William Rankling & Co. of Salem, captured about June 18th, 1781, by H. M. S. Charlestown. John Gavett, made deposition.

FORTUNE, brigantine, a recapture. "March 27th, 1781. George Sutter part owner & Super Cargo of the Brigantine *Fortune* Thomas Blanche master, being duly sworn depose, that on his passage from New York to Newfoundland, being off Block Is^d on the 11th day of March Inst. they fell in with a privateer about 10 o'clock at night, which chased them all night & at 8 o'clock next morning the privateer came up with the Brig, & took her, that the Privateer's people took out sundry Sales & Stores & per account now filed, that after shifting Hands and putting a prize master on Board they steered for New London, that on the 16th of the same month as they were steering for New London they fell in with the schooner Success, one Bennat Ireloan Commander, a privateer Bound from Halifax to

New York, who chased the Brig the whole day when they came up with & Retook the Brig & sent her into this port where she now is, that the Master & the papers belonging to the Brig were taken & kept on Board the privateer."

"Elias Swann *Seaman* on Board the privateer called the Marquis LeFiat being duly sworn deposeth that the said privateer was fitted out at New London, owned by one Mumford, that they had been out 3 days when they captured the Brig *Fortune*, Thomas Blanche Master, that they were carrying her into New London."

FORTUNE, schr., Rebel privateer, commanded by Andrew Palmer, who was commissioned by the Continental Congress, captured off New London, Feby. 3d, 1777, by H. M. S. Amazon. She had six carriage guns mounted and some in the hold. The captors took possession and sent her to New York.

Fox, privateer schooner, a recapture. Libel filed July 16th, 1782. "Thomas Freeman being duly sworn, deposeth that he was at Penobscott with M^r Sherlock and saw the schooner then call'd the Hawk, that he has been on board the Fox, a schooner brought in here by the Ceres and Perseverance, Frigates, and examined her and knows her to be the same vessel sold to James Ryder Momatt of Penobscott last fall." The vessel was ordered to be restored to the claimant, he paying an eighth salvage, and articles returned as American property condemned as for feited.

Fox, sloop, privateer, David Allen, master, libelled Oct. 10th, 1781, by H. M. S. Chatham.

FRIEND, schooner, of Boston, Lawrence, commander, 10 swivels, 20 men captured October 18th, 1777, about a mile and a half above the falls of the river St. John, by the armed schooner Nova Scotia. The *Friend* was fitted out by the Congress.

FRIENDSHIP, brigantine, libel filed June 24th, 1782, by H. M. S. Albany.

FRIENDSHIP, brigantine, Nathaniel Brimblecomb, master, Marblehead to Williamsburg in Virginia, in ballast, captured April 9th, 1778, near George's Banks, by H. M. S. Orpheus.

FRIENDSHIP, schr., James Holliday, master, captured near the end of May, 1779, by H. M. S. Blond. "Thomas Talbot mate of the Schooner *Friendship*, being sworn deposes that they sailed from Bermudas the 30th of April last Bound to Annapolis Royal in this Province Loaded with Salt, that on the 16th May they made the Land at Townsend, that next day they went into Townsend to get Provisions, the Master, James Holliday went ashore & got a Calf, Half Bushel of Potatoes & some meal, they were to come out again the next day, but two men came on Board & Demanded their papers, the Captain gave the papers up to them, & these two men told the Captain his vessel was liable to be made a Prize of, the Captain then demanded his papers from them, that they would not nor did they deliver them. He then immediately set out for Boston, & Returned again in 9 or 10 days, the Judge of the Admiralty came with him, & the vessel & papers were delivered to Captain Holliday, that they landed one hundred & odd Bushels of Salt at Townsend for Provisions, that the 3d day after they left Townsend they fell in with a Fleet which they took for an English Fleet, that when they came near them they saw they had French colours, they bore down to them & found the Headmost ship was the Blond."

FRIENDSHIP, schr., John Shelber, master, a recapture. "John Shelber Master of the Schooner called the *Friendship* being duly examined declares that he was bound from St. Christophus to Salem Loaded with Rum and Salt, that the Vessel & Cargo was owned in Salem by William Shelber, John Tucker & others. That she had Twelve men on Board in all & one gun, that they were taken by the Halifax Packet in Latt. 40. 41. on Wednesday, after a chase of six hours, that she is about one Hundred Tons Burthen. That he understands she had been taken on her passage from New York to Penobscott in Ballast & carried into Salem as Prize."

“William Currie late of New York being duly Sworne Deposeth, that he has been on Board the Schooner *Friendship* lately brought into this Port, by the Brigantine Halifax Packet and has examined her, that he saw the same schooner at New York, the 18th of June last, that he then shipped on Board her as Mate, that she was then owned by William Pagan & Company, that one Thomas Brown was then Master, that they were bound for Penobscott in company with the Ship Thomas, that he was taken in Penobscott Bay by the Thrasher, that they put him with the Captain and all the Crew on Shore and carried the vessel and Cargo into Salem.” Dec. 17th, 1782, the cargo was condemned as lawful Prize and the schooner to pay an eighth.

FRIENDSHIP, schr., from Cape Anne in ballast, captured October 23d, 1780, off Casco Bay, by armed schooner David. The people of the *Friendship* took to their boats and got ashore, all but a small boy left on board. She was carried into Penobscott, Fort George.

FRIENDSHIP, schr., from Plymouth on a fishing voyage all summer, had about 40 quintals of green fish, captured Sept. 8th, 1782, off Cape Sable, by the Prince William Henry, and Howe, Briggs and Buckram, schr. and brought into Halifax. Eli Curtes of Scituate, belonging to the *Friendship* made deposition.

FRIENDSHIP, sloop, Newbury to Martinico, cargo, lumber, hoisted French colours, crew all Frenchmen, that the prize master, deponant, saw, captured about June 23^d, 1777, in the passage from Rhode Island to the Bay of Fundy, by H. M. S. Flora.

FRIENDSHIP, snow, a recapture, “Gideon Ellis commander of the Arm’d schooner Shark, being duly sworn deposeth that on his passage from this Port to the Island of Bermuda on Sunday the eighteenth of August Instant being then about fifteen leagues to the Southward of the Light they fell in with a snow which they chased about four hours when they came up with her, and boarded her, that she was then in the possession of the Americans who

informed the Deponent, that they had been captured by an American privateer Ship called the Grand Turk mounting 18 Carriage Guns on one deck, that they said the Captain of the Snow and all her hands were carried on board the Grand Turk, that there was no papers on board her, except the copy of the Grand Turk's Commission now produced, that she had seven barrels of beef or pork and about eight bags of bread, that she has ten carriage Guns, threes and fours, that she is Square sterned, a woman's head, a white bottom, sheathed, and double deck'd, that she is now safe at anchor in this Harbour, the Prize Master and five men the prisoners are now on board the Prison Ship in this Harbour."

FRIENDSHIP, snow, a recapture. "James Ferrah, mate of the Snow call'd the *Friendship* being duly sworne deposeth that on his Passage from Quebec to Barcelona, they fell in with a Rebel Privateer Brig call'd the Washington* Commanded by one Elias Smith mounting 12 Carriage and 4 Swivel Guns. That on the 6th November last in the Lat. 42 . 22 Long. 37. 3 the said Privateer took the said Snow, & took out the Captain, two Hands, & two boys & put on Board the said Snow 7 of the Privateer's Men, & then shaped their course for Cape Ann, that on or about the 26 of Nov. last, they were retaken by a schooner call'd the Loyal Nova Scotian, John Alexander, Commander, who brought the said Snow into this Port."

GAFF FISH, schooner, one Yeaton or Eaton, master. May 28th 1781. "John Matthewson of Penobscott Fort George being duly sworn deposeth, that he was at Penobscott when the schooner *Gaff Fish* was brought into that port by the tender belonging to the Allegiance, that he saw the Captain of her one Yeaton or Eaton who inform'd the deponant that the said schooner *Gaff Fish* belonged to Casco Bay, that he was the owner, & that this was the first time he had been taken during the War, & that he had destroyed the papers belonging to her before he was taken, & that he had two other large schooners, which he had rather should have been taken than this one, because

*Owned in Beverly.

she was such a Lucky Vessel & Sailed so well, that he the deponent saw said Eaton at another time, when he told him the deponent he wished he would make application to get his watch again, that he did not regret the taking of his Vessel was so much as his watch, for he knew his Vessel was a Lawful Prize, & further that said Eaton was paroled as a Prisoner of War, & that he went off from Penobscott in a Boat to Camden on the Rebel side." The *Gaff Fish* was condemned, being then in Halifax harbor.

GENERAL GATES, sloop, Joseph Dority, master, Baltimore to St. Eustatia, cargo: tobacco and staves, 8 carriage guns, 2 swivels, and 17 men, captured May 2d, 1779, in Lat. 23°, Long. 64° 30" by H. M. S. Hope.

GENERAL GREEN, brigantine, Edward Bacon, master, Amsterdam to Philadelphia, cargo: dry goods and teas, captured Oct. 7th, 1782, on the western part of George's Banks, by H. M. S. Renown. Edward Bacon made deposition, stating the brigantine was owned in Amsterdam by Peter Le Poole and the cargo was consigned to Mr. Hazelhurt in Philadelphia. His own home was Barnstable, near Cape Cod. He had three gentlemen passengers and their servants. The whole number of seamen and all, consisted of nineteen persons.

GENERAL McDUGAL, ship, a recapture. "Thomas Leuwelling a mariner on Board His Majesty's Ship the Diamond being duly Sworn Deposeth, that being on a Cruize in said Ship the latter end of May last they fell in with a Ship near George's Banks, that they Chased her for 7 or 8 Hours when they came up with her, she Hoisted American Colours & Hauled them down again immediately, that Capt. Fielding sent an officer on Board her, & found she was from Boston, four days out, that she had only 2 or 3 Casks of Sugar on Board, that she was bound to South Carolina, that the people on Board had told the Deponent she was a Ship that belonged to Liverpool in Great Britain, that she had been taken by the Americans three or four months before & fitted out by them, that she had 8 four pounders, 6 swivels & 2 Cohorns & 24

men & is between three or 400 Tons Burthen, that they called her the *General McDugal* that the said ship is now in this Harbour."

"Isaac Taylor late Seaman on Board the Ship now called the *General McDugal* being Sworne deposeth that he was Born in Warrington in Great Britain, that he was an apprentice to Jonathan Blundle of Liverpool in Great Britain who was the owner of said Ship, that he sailed in said Ship from Liverpool Bound to New York Loaded with Coals in November last, that the Ship's name was the Jonathan, that on his Passage they had two Engagements, one was with an American Schooner, the other with the Brig Genl. Washington who took them being then near the Island of Bermuda, that they took out all the Hands except the Captain (James Townsend) William Sampson & the Deponant who were wounded, that they carried the Ship into Boston N. E. where they stripp'd her & Discharged the Cargo."

GENERAL STARK, privateer ship. William Coas, master, of Cape Ann, 24 carriage guns and 90 men, on a cruize, captured Oct. 8th, 1781, in Boston Bay, by H. M. S. Chatham. Wm. Coas made deposition.

GEORGE, brigantine, a recapture. "Richard Raggate midshipman on Board his Majesty's Ship of War the Orpheus being duly Sworne Deposeth, that on the 17th June being on a Cruize in Boston Bay they fell in with the Brigantine *George* one George Williams Master, that they gave chace to the said Brig, & Boarded her & found she was then in possession of the Rebels, & that she was from Tobago, partly loaded with Rum & a few Bricks & Bound to Boston, that the papers filed by the Advocate General were found on Board her, that the Juno, & Amazon were in Company when they took Possession of said Brig *George* and that Captain Hudson of the Orpheus, made the Depo-nant Prize Master of said Brig & sent him with her into this Port, where she now is."

"29th June 1777. Charles Frederick Charlson a Swede born at Stockholm, Seaman on Board the Brigantine *George* George Williams Master, being duly Sworne Deposeth,

that he was ship'd at Barbadoes & proceeded with said Brig to the Island of Tobago, that about one month ago, being about 3 English miles from a Harbour on the West end of said Island of Tobago, which Harbour they were going into, they fell in with an American Privateer Sloop carrying 12 Guns & 75 men, that the said Privateer took Possession of the said Brig, & took out the Master & all the hands (except the Deponant) Broke everything in the Cabin & took out one Hogshead of Rum & sundry Provisions, that they then manned the Brig with Rebels & shaped their course for Boston New England, that on the 17th June being in Boston Bay, they fell in with three English men of War, that they sent a boat from each Ship and took Possession of said Brig *George*, & sent her safe into this Port where she now is, & that he the Deponant was shipped by Captain Williams the first day of March last at the monthly wages of Four pounds p month, Barbadoes Currency."

The Rebel Privateer which captured the *George* was the Trumbull, Henry Billings, master, which is ascertained from copies of papers filed in the case, & which are included in this particular record.

GOOD INTENT, schr., Willmot Wass, master, condemned Feby. 22d, 1780 as lawful prize to the captors, H. M. S. Albany.

GREYHOUND, brigantine, Clifford Byrne, master, a recapture, Nov. 2d, 1778. " John Gellen mate of the Brigantine *Greyhound* being duly Sworne Deposeth, that he was shipp'd on board said Brig at St. Johns, Newfoundland, by Clifford Byrne the Master, Bound to Jamaica Loaded with dry Fish, that they sailed from St. Johns the 27th of September last, that on the 7 of October in the Lat. 40° Long 52° W. they fell in with a ship Carrying 18 Guns & 95 men, that the Ship Chased them 8 Hours, came up with & took the Brig, that the Ship was from Piccataqua Commanded by Thomas Darling, that they took out the Master of the Brig & Six Hands, & put on Board her a Prize Master and Seven Hands & Ordered him the Prize Master to Carry the Brig to Piscataqua, that afterwards on the

19th of October being then about 30 Leagues S. W. from Cape Sable they fell in with the Schooner True Blue [the Rainbow's tender] who Chased the Brig 12 Hours when they came up with & took her & brought said Brig safe into this Port."

GREYHOUND, privateer schooner, from Salem on a cruize and returning home again, captured Aug. 11th, 1781, off George's Banks, by H. M. S. Warwick and Garland.

GREYHOUND, privateer sloop, one Stacey, commander, captured Sept. 20th, 1781, 30 leagues to the westward of Halifax, by H. M. S. Assurance. The Greyhound came from Portsmouth, N. H. Samuel Stacey made deposition.

HALIFAX, brigantine, a recapture. "Peter Robinson, midshipman of the Serberus [*sic*] being duly sworne deposeth that he was prize Master of the Brig call'd ye Joseph, a Prize taken by the Cerberus, that on his Passage to Halifax with the said Prize he fell in with & was taken by a Schooner call'd the Gen^l Putnam a Privateer fitted out by some of the Colonies now in Rebellion mounting 6 Carriage Guns, that they put the Deponant and all the People of the said Brig Joseph on board the Privateer, that in the Lattitude about 37° and Long 57 on the 22^d September last the said Privateer fell in with and took the Brigantine *Halifax*, Richard Hinckly Master that afterwards in the Lattitude 43 Long 66 on or about the beginning of October Instant the Deponant being on board the Brig *Halifax* they fell in with the Milford Man of War John Burr Commander who retook the Brigantine *Halifax* aforesaid and brought her into this Port of Halifax."

HAMMON, schr., 12 swivel guns and small arms, and 28 men, run ashore at L'Have, all hands but six got away, captured by H. M. S. Rainbow's tender. Deposition made April 13th, 1778.

HANNAH, brigantine, owned in Newbury, New England, by Nathaniel Tracey, from Newbury for Guadelope, cargo : chiefly lumber, captured about April 30th, 1777, near Georges Banks, by H. M. S. Diamond. Caleb Turner, seaman on the *Hannah* made deposition.

HANNAH, schr., James Clinton, master, libel filed April 17th, 1779, evidence as taken at Annapolis, N. S., read. Captured by schooner Liverpool, Letter of Marque.

HANNAH, schr., John Askin, master, Piscataqua to Damascotti, with only the vessel's stores on board. Captured Dec. 29th, 1780, on the coast of New England, by armed schooner David, & taken to Penobscott. All the crew escaped, except one man, John Barker, who made deposition, and said the schr. was owned in Damascotti by one Prince Barker.

HANNAH, schr., Philip Hodgkins, master. Libel filed Nov. 27th, 1782 by Dreadnaught. Evidence taken at Liverpool read.

HANNAH, schr., Cape Anne to Kennebek, with some cider and rum on board, captured in October, 1780, off Casco Bay, by armed schooner David, and carried into Fort George Harbour, at Penobscott. The crew escaped in boats during the chase.

HANNAH, schr., Marblehead to New Meadow, cargo: apples, cider and cattle, captured in October, 1780, near Cape Porpoise by schooner Halifax Adventure, a privateer. The prisoners were sent to Boston in a cartel from Penobscott.

HANNAH, sloop, Charles L^e Ballister, master, Marblehead for Fort George at Penobscott with 14 prisoners, which were delivered at Penobscott, after remaining there three days, sailed for Broad Bay where the vessel was loaded with cord wood and boards, sailed for Boston, captured April 27th, 1781, off Cape Porpois by the Letter of Marque Schooner Halifax Bob. William Clark, apprentice to the master of the Hannah, made deposition.

HANNAH, sloop, owned by James Howard of the West Jerseys, cargo: molasses and brandy, bound to the West Jerseys, captured April 4th, 1776, off Egg Harbour by H. M. S. Phenix and Asia.

HANNAH, sloop, libel filed June 24th, 1782, by H. M. Sloop of War the Albany.

HARRIET, brigantine. Montgomery, master, a recapture. Recaptured from the Americans who had taken her six days before, July 5th, 1782, off Cape Sable, by H. M. Frigates Perseverance and Ceres. She was from Jamaica to Halifax loaded with rum and molasses. The American privateer which took her was called the Dispatch.

HAWKE, schr., loaded with arms, powder, dry goods, gin, rum, etc., had no papers, understood to be bound to New York, captured off Long Island the beginning of June, 1776, by H. M. S. Cerberus.

HENRICA SOPHIA, brig, a recapture. "Peter Heldt Master of the Brigantine *Henrica Sophia* being duly Sworne Deposeth that the said Brigantine is owned in Stockholm in Sweden, that he was Bound on a Voyage in said Brig from London to Teneriffe, that in the latter end of May last being in Lat. 40° & Long. 12 from London they fell in with an American Privateer called the Revenge mounting 14 Guns & had 60 men, that the Privateer fired a shot at the Brig and brought her too, & ordered the Deponant to put out his Boat & bring his papers on Board the Privateer which the Deponant did, that afterwards they Sent an officer, & examined the Letters and papers, that the Capt. of the Privateer one Cunningham then told the Deponant the Cargo was English property & therefore was a Prize, that he took out the Deponant's mate & 7 Hands & put on Board the Brig a Prize Master & 8 Hands from the Privateer, & then ordered the Prize Master to make the best of his way with the Brig for Newbury, Piscataqua or Casco Bay whichever they could get into, that the Master of the Privateer told the Deponant he should have his Brig again and Freight for the Cargo Six Hundred Pounds Sterling, that before this 2 Days in the Lat. 42° 50" another Privateer fired a shott under striped Colours, brought them too, sent his officer on Board the Brig opened Several Chests & Boxes looking for papers, after examining the papers, told the deponant he might proceed his voyage, and the deponant further deposeth that on their Passage towards America as aforesaid on the 7th July Inst. being then off the Seal Islands near Cape Sables in

this Province they fell in with an Arm'd Schooner called the True Blue [the Diamond's tender] who retook the said Brig and brought her into this Port of Halifax."

HERO, privateer brig, Silas Smith, commander, eleven carriage guns, captured in or near the Gut of Canso, July 4th, 1781, by H. M. S. Charlestown, all the men of the *Hero* escaped ashore in boats, and the brig herself was aground. The first lieutenant of the Charlestown fired his piece at the shore, and the fire was returned.

HERO, sloop, libel filed October 24th, 1777. Captured by H. M. S. Juno. All papers referred to "as on file."

HESTER, ship, a recapture. "David Crombie, master of the ship Hester being duly Sworne Deposeth as follows that on or about the 28th of August last Latitude 39° 40" Longitude 48° 45" he was taken by a Rebel Privateer from some of the Colonies now in Rebellion call'd the Collumbus whereof was Master one Abraham Whipple mounting 28 Carriage Guns, that they took out all of his People and put on board 14 of the Privateer's men, that they then shap'd their course for some Port in New England, that on or about the 21st of September the Deponant fell in with Capt. Henry Bellew of his Majesty's Ship Liverpool on Georges Banks who retook the said ship *Hester* and bought her into this Port of Halifax."

HITTY, sloop, Salter, master, from Charlestown, North Carolina, cargo: chiefly provisions, captured off the Cape of Virginia by Phenix some time in May, 1777. The *Hitty* was at anchor, & cut or slipped her cable & was taken after a three hours' chase.

HOPE, brigantine, David Ross, commander, a recapture. "Richard Pugh, masters mate of His Majesty's Sloop of War Atalanta being duly sworn deposeth that being on a Cruize in said Sloop of War they fell in with a Brigantine off of Cape Negro, on the Coast of Nova Scotia call'd the Hope on or about the fifth day of December last, which they took about two O'Clock in the morning of the sixth, and when they took possession of her found only — man

on board a passenger, who informed the Deponant that she had been taken a few hours before by an American privateer Brig, and that the Americans had quitted her, and took to the boat and carried off a Cable, and Plunder as much as they could carry in the Boat, that after Captain Britt had put the Deponent on Board as Prize Master, with hands sufficient to Navigate the Brig^t he order'd the Deponent to follow the Atalanta, that about one O'Clock P. M. the same day Captain Britt took the Brig Taw & endeavour'd to get into Liverpool, the wind at E. S. E. and Hazy Thick Weather, that about five O'Clock they came to anchor in Liverpool Harbour, that the next morning the wind came on to blow very fresh and increased, and the Brig having but one cable she parted it and was forced ashore by the force of the wind and sea, and altho every effort was made to save her she was lost, that she was loaded with Rum & Sugar, that Captain Britt with his people immediately gave every assistance to save what they could of the cargo and did save about thirty-two casks of Rum, which he brought to Halifax in the Atalanta, that they found no papers on board, that he understood the Master of her was on board the Rebel Privateer, that his name was David Ross." An eighth of the value of the salved cargo was paid to the captors.

HOPE, brigantine, a recapture. "John Bell, Master of the Brigantine *Hope* being Duly Sworne Deposeth that on or about the 30th of October last in the Lattitude 42 & Longitude W & some odd he was taken in the said Brigantine by a Rebell Privateer Schooner call'd the Hawke one John Lee Master, that they took the Deponant & kept him on Board the Privateer 48 Hours, they then put him on Board his own Brig again & took out the Mate of the Brig & two men, & put on Board the Brig five men & a Boy besides the Prize master, that after this was done they made the best of their way for Newbury Port in New England, that afterwards on or about the 11th Instant Dec^r near Georges Banks they fell in with the Lizard Man of War Capt. McKenzie Commander who retook the said Brig and sent her safe into this Port of Halifax. That the

said Brig was Bound from Iarow in Portugal to Dublin loaded with Fruit Principally."

HUMBUG, schr., libelled Nov. 3d, 1781, by the letter of marque schr. David, and condemned.

HYDER ALLY, schr., Will^m Baldwin, commander, of Salem, eleven three pounders, forty-three men, about 55 tons burthen, captured Oct. 31st, 1782, on Georges Banks, by H. M. S. Chatham.

INDEPENDANCE, ship, Joseph Olney, commander, built and launched three months previous to capture, in Providence, owned by Captain Creed and Robert Taylor, out about three weeks cruizing on the Banks of Newfoundland, captured July 17th, 1781, after a three hours chase, by H. M. S. Danaë. Joseph Olney made deposition.

INDUSTRY, brigantine, Arthur McClelan, master, bound to St. Lucas, loaded with lumber, captured December 4th, 1777, in Lat. 41°, Long. 65°, by H. M. S. Milford.

INNIS, schr., Smith, master, Broad Bay to Marblehead, cargo : lumber, captured some time in November, 1777, near Townsend on the coast of New England, by H. M. S. Rainbow's tender.

JACK, ship, privateer, David Ropes, commander from Salem, 15 guns, 9 and 6 pounders, 58 men, 12 of which were killed at the capture and nine wounded, captured May 28th, 1782, to the westward of Halifax, by the armed brigantine, Observer, after an engagement of two hours. "Lucas Johnstone, midshipman on board His Majesty's Ship Charles-town being sworn declares that in the latter end of July last on their passage from Halifax to Spanish River in company with the Allegiance, Vulture and Jack and some transports under their convoy, being off of Spanish River Seeing two French Frigates L'Astrea & Hermionné to Leward, Captain Evans who then commanded the Charles-town, order'd the Deponent on board the Jack with orders to Captain Tonge, that sometime after they engaged, that the Jack was obliged to strike to the French Frigates, and the Deponent and the whole crew belonging to the Jack,

were made prisoners and carried into Boston, that the Jack at that time carried ten nine pounders and four sixes, and was manned with sixty seven men, Richard Peter Tonge Commander, that the Deponent has seen the ship called the Jack (taken by Captain Crymes) now laying in this Harbour & knows her to be the same ship taken by the L'Astrea & Hermionné as above mentioned, and further that when he was on board the Jack in July last he saw her log book wherein was mentioned that she belonged to the Province of Quebec, and was call'd His Majesty's Arm'd ship Jack."

William Gray, first lieutenant of the Jack (American) made deposition.

JAMES, schr., cargo : dry goods, spirits and flour, captured by H. M. S. Asia and Phoenix in East River above New York. Date of libel, May 20th, 1776.

JAMES, sloop, Richard Priller, master, captured previous to April 27th, 1776, by H. M. S. Chatham.

JANUS, ship, 150 tons, Bordeaux to Boston, cargo : brandy and bale goods, thirty-five men, 12 carriage guns, four pounders, captured Oct. 10th, 1782, off Cape Cod, by H. M. S. Chatham, which hoisted French colours and the *Janus* came up to her.

JOHN, brig, a recapture, Casco Bay to Boston, cargo : lumber, captured Sept. 6^t, 1781, near Cape Porpoise, by the armed sloop Howe and schooner Buckram. The people on board escaped to the shore in a boat.

JOHN, schr., John Hews, master. Libel filed Oct. 2d 1782, on behalf of H. M. S. Renown.

JOHN, ship, a recapture. "John Hunter, master of the ship John being duly sworn deposeth that he was taken in the said ship on his passage from Quebec to England 30th August last by the Schooner Independence John Gill

Master being an arm'd vessel having 6 carriage guns 8 swivels & 50 men, that they were taken 30 leagues S. S. E. from Cape Race, that they the said Rebels were proceeding with the said ship to Boston when Capt. John Burr in the Milford came in sight & gave chase to them six hours & took them 8th Sept^r instant about 30 leagues to the Eastward of Cape Ann, that the schooner Independence was own'd in Boston, New England." Capt. Hunter offered to pay the one-eighth salvage to the captors, so his ship could proceed in the service of His Majesty agreeable to her charter party.

JOHN, sloop, William Chace, master, cargo: bread and flour, "found on a trading voyage with the Colonies now in Rebellion," captured previous to April 24th, 1776, by H. M. S. Nautilus.

JOHN AND MARY, brigantine, Daniel Haw, master, a recapture. "Samuel Ranney a Boy on Board the Brigantine John and Mary of Lawfull age, being duly sworne deposeth that they sailed from St. Johns East Floriday on the 16th day of Aug^t Bound for London, Loaded with Turpentine, that on the 23^d Aug. they fell in with an American Privateer which took them & were Carrying them to Boston, that on the 2^d day of Sept. they fell in with the Delight & other ships which retook the said Brigantine, & brought her into this Port, that the rebels before they fell in with the men of war had taken out of the Brig, 2 or 3 coils of Cordage, some new sails, 3 casks of Beef, 3 of Bread, all the Cabin Furniture, some water Casks & all the Colours to wit, a Burgee Pendant, a Long Pendant, an English Ensign & Jack, & a French Jack, & took all the Hammocks, 4 Brass Blunderbuses, 4 Brass Pistols, 2 Pocket Pistols, & a Hanger, & further saith not."

JOSEPH, brigantine. No particulars recorded. The Joseph was captured by H. M. S. Rainbow, and libel filed Sept. 11th, 1777.

(To be continued.)

RICHARD INGERSOLL AND SOME OF HIS DESCENDANTS.

BY MAJOR-GENERAL A. W. GREELY, U. S. ARMY.

Several years since there was published a genealogy of John Ingersoll of Hampshire, which contained brief allusions to his brother in Salem, the original settler, Richard Ingersoll of Bedfordshire, England, whose activities in 1629 transferred the family to the Colony of Massachusetts Bay. For nearly two centuries the habitat of the descendants of Richard, was confined to the New England coast towns,—Salem, Boston, Gloucester, Portland and Kittery. It is therefore fit that the first effort to collate data pertaining to the first five generations should appear in the Historical Collections of Essex Institute,* which have been the primary sources of information. The Ingersolls were staunch defenders of their country, for, in addition to a score or more of the males who served in the Indian wars, there are recorded in the Massachusetts Soldiers and Sailors of the Revolutionary War no less than 112 separate records, wherein some duplications occur. The majority are descendants of Richard Ingersoll, and the rest probably pertain to the family of his brother John Ingersoll of Hampshire, Mass.

1 Richard Ingersoll is first mentioned in a letter, dated London, May 28, 1629, from the Governor of the New England Colony to the Governor at Salem, in which he writes :

“There is also one Richard Haward and Richard Inkersall, both Bedfordshire men, who we pray you may be well accommodated, not doubting but they will well and orderly demean themselves.”

*All citations are from these Collections, unless specifically credited to other publications.

The final record of his activities appears in the proceedings of the Salem town meeting, 7th day, 5th mo., 1644, as follows:

“Ordered that two be appointed every Lords day to walk forth in the time of Gods worship, to take notice of such as either lye about the meetinghouse, or that lye at home or in the fields, without giving good account thereof, and to take the names of such persons and to present them to the magistrate, whereby they may be proceeded against.”

For the sixth day Richard Ingersoll was named, and his son John, for the seventh day.

Richard was well received and did his part as a member of the colony during the fifteen remaining years of his life. He was granted 2 acres for a house lot and 80 acres for a plantation (1636), portions of land on Frost Fish brook (1637), and 30 acres “of meadow in the great meadow” (1639). On his own part he was active in making wood-roads, established a ferry across North river (1637), and in the development of his property. His appearance in several suits indicates his insistence upon not only his own rights but on those for the public weal,—as in preventing excessive tolls at the grist-mill. His own infraction was confined to allowing his cows, with those of eleven of his neighbors, to trespass on the common cornfields in 1642. Richard prospered, added to his land by purchase, and left a good estate, when he died in 1644. His will is as follows:—

I, Richard Ingersoll of Salem in the County of Essex in New England being weake in body, but through God’s mercy in perfect memory doe make this my last will and testament as followeth, viz.

I give to Ann my wife all my estate of land, goods, & chattells whatsoever except as followeth, viz.

I give to George Ingersoll my son six acres lying in the great meadow.

Item I give to Nathaniel Ingersoll my youngest son a parcell of ground, which I bought of John P——, but if the said Nathaniel dy without issue of his body lawfully begotten, then the land aforesaid to be equally shared between John Ingersoll my son, & Richard Pettingell & William Haines my sons in law.

I give to Bathsheba my youngest daughter two cowes.

I give to my daughter Alice Walcott my house at town with 10 acres of upland and meadow after my wife's decease.

his
R x I
mark

I read this will to Richard Ingersoll & he acknowledged it to be his will.

Jo. Endecott.

Proved in court upon oath 2 Jan. 1644-5.

Inventory taken 4 Oct. 1644.

Richard Ingersoll married in Sands, England, October 20, 1616, Agnes, or Ann, Langley who is said to be a cousin of John Spencer of Newbury. (N. E. H. & G. R.,* 53 : 343). Ann married, second, John Knight Sr., in whose will of May 4, proved June 23, 1670, Ann was mentioned with her grandson, Thomas Haines (Hoyt : Old Families of Salisbury). Ann died July 30, 1677.

Children :

2. GEORGE, b. 1618.
3. JOHN, b. 1623.
4. SARAH, m. 1st, William Haines, and had: i. Thomas; m. 2nd, Joseph Houlton. Their children were: i. Joseph, b. 1652, bapt. 22-3-1653; m. Hannah Eborne. ii. Benjamin, b. 14-12, 1657, bapt. 20-4-1658; m. Sarah ——. iii. Elizabeth, b. 1660; m. 7-8-1677, John Buxton. iv. Henry, b. 1662, bapt. 24-3-1663; m. Abigail Flint. v. James, b. 1665, bapt. 20-3-1666; m. Ruth Felton. vi. John, b. 1667, bapt. 23-6-1668; m. Mary Star. vii. Sarah, b. 1669; m. — Needham.
5. JOANNA, m. 1643, Richard Pettingell, b. about 1620. They had i. Samuel, bapt. Salem, 9-12-1644. ii. Matthew. iii. Mary, m. Nov. 10, 1670. Sergt. Abram Adams, b. 1630. iv. Nathaniel, b. Sept. 21, 1654. v. son, b. and d. Nov. 1657. vi. Henry, b. and d. 1659.
6. ALICE, m. 1663, Jonathan Wolcott.
7. BATHSHEBA, d. Oct. 24, 1705; m. 1647, John Knight, jr. Among their ten children were: i. John; ii. Joseph; iii. Elizabeth, m. Cutting Noyes.
8. NATHANIEL, b. Salem, 1632.

*New England Historical and Genealogical Register.

2 George (*Richard*¹) born, 1618, in England; died, 1694, after June 22 (Maine Wills, 9: 174). He was allotted 40 acres of land in Enon (Wenham), to which was added a grant of 40 acres (29-9-1642). Selling this land he moved in 1646 to Gloucester where he kept an ordinary, and was elected selectman in 1652 (Babson: History of Gloucester). He emigrated to Casco Bay, where he settled at Back Cove as early as June 25, 1657. He there bought 55 acres of land from George Cleaves, paying 55 shillings, with an annual tribute of one shilling and one day's work. He became prominent, and was a petitioner to the General Court in 1660. Chosen juryman in 1666 and 1668, he was sent the latter year to York, to meet the commission engaged under the direction of the General Court in re-establishing the disputed jurisdiction of Massachusetts. He had on July 4, 1668, as selectman of and on the part of Falmouth (now Portland) forwarded a petition on the situation to the General Court. The commission, headed by Major General Leverett, was empowered to appoint officials, civil and military. George Ingersoll, erroneously called Ingerfield in the report, was commissioned lieutenant and placed in command of the militia at Falmouth. He was most active during the Indian troubles, but the King Philip war proved disastrous to him. One of his sons was killed in October, 1675, at the opening of this war in Maine, his plantation was attacked, and his house and property were destroyed. Thirty-four persons were killed or made captive in or near Falmouth, and the remaining inhabitants withdrew for safety to Andrew island. Ingersoll was in the field until the beginning of December, when he decided to return to Salem with the families of himself and sons. His departure was criticised, but Williamson in his History of Maine says: "Ingersoll's military talents procured his promotion to the command of the town militia, an office he filled with much repute through the first (1675) Indian war."

Casting in his lot again with Falmouth in 1680, Ingersoll renewed his public activities. He was chosen deputy to the Provincial Assembly of Maine from Falmouth in 1683 and 1685. He was designated by the General Court

as one of the commissioners to lay out a new town-site of 1,000 acres and make allotments thereof. At the threatening Indian disturbances of 1689, he was called to serve on the council of war at Falmouth. Doubtless foreseeing the great dangers of his exposed plantation at Stroudwater, and in view of his age (72), he withdrew to Salem and thus escaped the vicissitudes of the second destruction of Falmouth the following year. He married about 1642, Elizabeth ———, who died before him.

Children :

9. Son, killed by Indians at Falmouth, Oct., 1675.
10. GEORGE, b. May, 1643; d. Aug. 10, 1724.
11. JOHN, b. Salem, 1645; d. 1716.
12. JOSEPH, b. Gloucester, Oct. 4, 1646; d. March 12, 1718.
13. ELIZABETH, b. Gloucester, Feb. 1, 1648; d. March 9, 1649.
14. ELIZABETH, b. Gloucester, March 19, 1651.
15. SAMUEL.
16. MARY, b. Gloucester, Aug. 12, 1657; possibly the Polly who m. at Back Cove, James Rollins.

3 John (*Richard*¹) born in England, 1623 (aged 55 y. in 1678); died at Salem in 1683. Coming to Salem with his father, he was allotted 40 acres of land, 19-9-1649, but he was a mariner in 1658. John was freeman April 27, 1668, and was chosen juryman in 1669 and 1673. In 1667, with his son John, he signed the petition against import taxes. As appears from Mr. Perley's "Salem in 1700" (*Essex Antiquarian*, v. 10), John Ingersoll was a man of affairs, selling a house to John Gardner, 16-9-1656. He had previously bought from John Gray, 29-7-1656 (*Essex Deeds*, 2: 4), a lot which has ever since been associated with the Ingersoll name. At his death in 1683 he devised part of it to his son John, who in turn willed it to his son Samuel (No. 61), after whom it was known as the Samuel Ingersoll lot. Another portion passed to Samuel (No. 22), and later was inherited by probably the only surviving daughter, Sarah (No. 69), then wife of Josiah Orne. Another son of the original owner, Nathaniel (No. 18), dying before his father in 1683, a house-lot and house thereon passed to his son, Nathaniel (No. 65), who died in 1704, apparently unmarried, when his estate

including the Nathaniel Ingersoll house, was inherited by his brother and sister,—John and Elizabeth. Richard (No. 20) also built on this land about 1675, a house, which, on the remarriage of his widow, passed to his son Richard (No. 68). In his will (E. I. Hist. Colls. 3: 232), dated Nov. 20, 1683, John² mentions his wife Judith, his sons John, Richard and Samuel, his daughter Ruth, his daughters-in-law Sarah (widow of Richard), and Mary (widow of Nathaniel), and his grandson Nathaniel. He married about 1643, Judith Felton, daughter of Nathaniel Felton.

Children :

17. JOHN, bapt. First church, Salem, 10-7-1654.
18. NATHANIEL, b. 10-2-1647, bapt. 10-7-1654; d. 1684.
19. RUTH, b. 20-4-1649, bapt. 10-7-1654; m. 7-4-1670, Richard Ross, (E. I. Hist. Col., 41: 191), who d. (inventory, Nov. 24), 1684. Children: i. Judith. ii. Richard, b. April 20, 1674; d. before June 20, 1698. iii. Ruth, m. — Hibbert, d. before 1729. iv. John, b. Aug. 16, 1678. Ruth, m. second — Neale, d. before 1729.
20. RICHARD, b. 1-7-1651; bapt. 10-7-1654; d. April 1, 1683.
21. SARAH, b. 3-4-1655, bapt. 28-6-1655; d. after June 8, 1732; m. July 26, 1676, William Ropes, bapt. Dec. 28, 1651; his will of Nov. 24, 1723, was proved Jan. 3, 1728. Children: i. Jonathan, b. Nov. 4, 1680. ii. Sarah, b. Jan. 9, 1683; d. Feb. 7, 1768, m. as his second wife about 1730, Miles Ward. iii. William, b. March 5, 1685. iv. George, b. Aug. 12, 1688. v. Joseph, b. Jan. 11, 1692. vi. John, b. Jan. 25, 1695; d. Jan. 21, 1792; m. Dec. 13, 1723, Mary White, daughter of John White and Abigail Dean.
22. SAMUEL, b. Oct. 6, bapt. 30-11-1658; d. Nov. 10, 1696.
23. JOSEPH, b. 9-10-1661; d. 1661.
24. HANNAH, bapt. 11-1-1663; d. 1663.

8 Nathaniel (*Richard*¹), born in Salem in 1632 (aged 75 y. in 1707); died Jan. 27, 1718-9. He signed a petition against import taxes in 1668; was constable, 1671 to 1673; freeman, 1690. In 1677 he was one of the remonstrants against undue demands for guard duty on men remote from the town's center. He was appointed lieutenant in the Salem militia, 1689, and served in the Narragansett

war in Corwin's troop from Salem and Lynn. His interest in military affairs is evidenced by his gift of land to the town (now in Danvers) to be a training field forever. He was also a firm supporter of the church, and was one of the organizers of the Salem, now Danvers church, Nov. 19, 1689, of which he was chosen and ordained as its first deacon. His bequest of land to the church led to litigation, as under his father's will the land reverted to his brothers and sister, as he left no children. He was prominent in the trials of the unfortunate victims of the witchcraft delusion in 1692, being a complainant in many cases. In 1673 Nathaniel was "allowed to sell beer and cider by the quart for the time while the farmers are a building their meeting-house, and on Lords days afterwards."

The following is an abstract of Nathaniel's will (14,596 Essex Probate), dated July 8, 1709, probated Feb. 16, 1718-9. Gives to wife Hannah, use and improvement of whole estate; to church in Salem village (now Danvers) 50/; mentions Benjamin Hutchinson, "my adopted son"; gives training place to inhabitants of Salem village. Mentions the following: brother George's children,—John, George, Joseph, Samuel and Elizabeth; sister Jane (wife of Matthew) Pettingell; children of sister Houlton—Joseph, Henry, James, John, Elizabeth, and Sarah; Sarah Ropes, daughter of brother John; and eight children of sister "Barshabah" Knight.

He married at Salem, Hannah Collins, who survived him.

Child:

25. Daughter, name unknown. Possibly the Sarah Ingersoll who made a deposition in the witchcraft cases of 1692, she being about thirty years of age (E. I. Hist. Colls. 2: 199). She died early.

10 George (*George², Richard¹*), born in Salem, May, 1643, baptized in Charlestown, July 12, 1696, and died (buried on Copp's Hill) Aug. 10, 1721 (Old Eliot, 5: 88). He grew up to be an energetic citizen at Falmouth, whence he was driven with his family to Salem in 1675, after the

destruction of his house and property by Indians. In 1680 with his brother John, and others he petitioned the General Court of Massachusetts to authorize the establishment of a new plantation eight miles square, on Casco Bay. The General Court also confirmed Oct. 13, 1680, to him and to his brother John, grants of 60 acres each, with mill-privileges, which were utilized from 1680. The grantees paid lumber to the value of five pounds sterling annually to the Lord Proprietor. Driven from Falmouth by the second Indian war in 1690, he settled with his family in Boston, where he was a shipwright. He was baptized (Wyman : Charlestown Genealogies, vol. 1) and with his wife, Catherine, joined the First church, Charlestown, 12-5-1696. In 1699 he was in Kittery. He married about 1674, Catherine Nicholson, daughter of Robert Nicholson of Scarboro.

Children :

26. ELIZABETH, b. 1675, bapt. (with others of family) at Charlestown, Dec. 10 (Savage), 1693. (12-5-1696, N. E. Hist. Gen. Reg.: 23: 441)
27. SARAH, b. 1677, bapt. Dec. 10, 1693; probably m. Aug. 30, 1716, William Smallman.
28. BETHIA, b. 1679, bapt. Dec. 10, 1693.
29. MARY, b. 1681; d. Oct. 14, 1693.
30. GEORGE, b. 1683, bapt. 12-5-1696.
31. DANIEL, b. 1690, bapt. 12-11-1693; d. before 1756; m. Sarah —.
32. CATHERINE, b. 1692, bapt. 12-5-1696; m. March 4, 1714, Benjamin Eustis, b. Feb. 20, 1690; d. (will Jan. 9), 1761. He was the son of William Eustis and Sarah Cutler. They had: i. Benjamin, b. Dec. 19, 1714; d. June 6, 1719. ii. George, b. April 24, 1718; m. Ruth Dane. iii. Benjamin, b. Apr. 16, 1720; m. 1749, Elizabeth Hill.
33. LYDIA, b. 1695, bapt. July 12, 1696; m. Dec. 19, 1717, Elias Hart.
34. DAVID (E. I. Hist. Colls. 1 : 153); no other record.

11 John (*George*², *Richard*¹), born in Salem in 1645; died in Kittery, 1716. In his will of Sept. 27, 1714, proved April 4, 1716, he names his wife and all his children except a daughter, deceased, who had married a Brown (Maine Wills, 187). He prospered at Falmouth,

Me., where he bought, May 1, 1675, from George Munjoy a large tract of land. Driven from Falmouth by Indians in 1675, he sought refuge, with his father and brother, in Salem, where 11-11-1675, the town "admitted (them) as inhabitants during the time of the Indian wars, being driven from their habitations." He moved to Kittery in 1676, where his wife lived, but in 1680 was again in Falmouth, where he received a house-lot and 60 acres of land at Ft. Loyal on Sept. 23. The Massachusetts grant of land and mill privileges, confirmed Oct. 13, 1680, was perfected in 1682, and from 1684 was worked by a company. John's occupancy of his farm at the Stroudwater (now Westbrook) was interrupted by the second Indian war, when he sought refuge at Kittery, where he was a carpenter. He also owned land in Kittery, Berwick and Scarboro.

He married Deborah Gunnison, daughter of Hugh and Elizabeth Gunnison, of Boston, 1634, and Kittery, 1651, from which latter town Hugh was chosen Deputy to the General Court in 1653, 1654 and 1657. Deborah was baptised at Boston "about 7 days old", July 25, 1642; she died after July 8, 1728.

Children (order uncertain):

35. ELISHA.

36. NATHANIEL.

37. JOHN.

38. EPHRAIM, b. 1666; no further record. Lived at Kittery.

39. DEBORAH, b. 1668; d. after Aug. 2, 1746; m. at York, Dec. 1, 1686, Capt. Benjamin Larrabee.

40. ABIGAIL, d. Apr. 28, 1755; m. 1st (N. E. H. & G. R. 5 : 293) Joseph Judkins; 2d, — Blacey; and 3d, before Jan., 1713, Ebenezer Blaisdell, b. Dec. 29, 1686 (Hoyt: Old Families of Salisbury). They had: i. Sarah, b. Oct. 9, 1713. ii. Ebenezer, b. Apr. 9, 1715. iii. Ephraim, b. Sept. 23, 1717. iv. Samuel, b. Aug. 21, 1719. v. Daniel, b. Feb. 7, 1720-1. vi. Abigail, b. Jan. 7, 1722-3. vii. Joseph, b. Oct. 25, 1725; d. 1726. viii. Mary, b. Feb. 19, 1726-7. ix. James, b. March 7, 1727-8; d. 1728.

41. RACHEL, m. March 30, 1710, John Chapman, of Kittery, son of Nathaniel Chapman and Mary Wilborn. They had: i. Julia, b. Feb., 1710-11. ii. William, b. Nov. 20 1712. iii.

Abraham, b. Apr. 14, 1714; m. Apr. 14, 1741, Elizabeth Ellis. iv. Mary, b. Feb. 4, 1715-16. v. Irene, b. Jan. 1717-18. vi. Jacob, b. Oct. 5, 1723.

42. MARY, m. about 1708, Daniel Low.

43. Daughter, d. before 1714; m. — Brown. They had: i. Sarah.

12 Joseph (*George², Richard¹*), born in Gloucester Oct. 4, 1646, and died there March 12, 1718. Moving to Falmouth, Me. as a boy with his father, Joseph, at the time of the King Philip War, settled at Charlestown, where he was received as an inhabitant March 6, 1676. He removed in 1690 to Gloucester, where he was a carpenter. He married Sarah Coe, daughter of Matthew Coe and Elizabeth Wakley, of Falmouth, originally of Gloucester. Sarah died Jan. 29, 1714.

Children :

44. MARTHA, b. Nov. 5, 1670, at Casco Bay; m. Jan. 26, 1697, Joseph Mullett, b. Nov. 23, 1671.

45. JOHN, bapt. Aug. 13, 1676, Salem; possibly he may have been the Jonathan, b. Jan. 25, 1672, who m. a sister of Hannah Haskett.

46. STEPHEN, m. about 1694.

47. BENJAMIN, d. 1755; m. 1st, Mary Hunt; 2d, Sarah Ireson.

48. JOSEPH, d. 1755; m. Dec. 2, 1707, Mary Brewer.

49. HANNAH, b. Gloucester, 1693; possibly m. May 19, 1723, John Clements.

15 Samuel (*George², Richard¹*), was born about 1652 at Falmouth, Me. and died at Gloucester after 1733. His services in the King Philip War (Bodge: Narragansett War, 422, 451), were recognized by a grant of one-fifth of the plantation of Narragansett, now Amherst, N. H. Engaging as a shipwright in 1676 at Charlestown he was baptized and admitted to the First church, 12-5-1696 aged "near 50". Moving to Gloucester after 1700 he was there engaged in shipbuilding. He married Judith — (d. May 11, 172-, aged between 50 and 60) who was admitted to the Charlestown church, 27-3-1694 (N. E. H. & G. R., 28: 123), where the first five of their children were baptized, 10-4-1694.

Children :

50. SAMUEL, m. 1708, Sarah Sargent.
51. REBECCA, d. Nov. 11, 1743, aged 57 (Babson); m. Capt. Andrew Robinson. Among their eleven children were: Andrew, and Judith who m. Thomas Sanders.
52. JOSIAH, m. 1712, Mary Stevens, jr.
53. DORCAS, m. Dec. 12, 1718, Samuel Row.
54. JONATHAN, b. Aug. 6, 1693; d. 1745; m. 1717, Elizabeth Perkins.
55. DAVID, b. Aug. 30, 1695; d. 1730; m. 1718, Mary Sargent.
56. MERCY, b. and d. 1697.
57. NEHEMIAH, b. Sept. 15, 1705; followed the sea.
58. JOEL, b. June 27, 1709.

17 John (*John², Richard¹*), born at Salem, Sept. 11, bapt. 7-12-1644, and died there in 1683; his will dated Nov. 20. He married March 17, 1670, Mary Cooms, who in her will of June 12, proved June 27, 1711, mentions her children Mary, Ruth and Samuel.

Children :

59. MARY, b. Sept. 10, 1671; d. after 1728; m. George Cox, d. before 1728.
60. RUTH, b. Dec. 2, 1673; m. 1700 (Wyman, Charlestown Genealogies), Zachariah Fowle[r], d. before 1729. Among their children were: i. Joanna, m. Oct. 17, 1735, William Silsbee of Salem. ii. Mary. iii. Ruth. iv. Elizabeth. v. Zechariah.
61. SAMUEL.
62. JOHN, bapt. Sept. 1, 1678 (E. I. Hist. Colls. 1 : 153); d. young.
63. ELIZABETH, bapt. adult March 15, 1702; died before 1711.
64. SARAH, bapt. adult March 15, 1702; died before 1711.

18 Nathaniel (*John², Richard¹*), born in Salem, bapt. Sept. 10, 1654, and perished at sea April 1, 1683; administration of his estate 19-9-1684 (37: 90). He married 8-8-1670, Mary Preston, d. Sept. 28, 1684.

Children :

65. ELIZABETH, b. Feb. 11, 1672; m. Nov. 2, 1696, Lawrence Knight who died before 1729. Children: i. Nathaniel, b. March 29, 1698. ii. Elizabeth, b. Aug. 5, 1700. iii. John, b. May 20, 1703.
66. JOHN, b. Oct. 7, 1674.
67. NATHANIEL, d. 1704.

20 Richard (*John², Richard¹*), born at Salem, Sept. 1, 1651; died Nov. 27, 1683. He married Sarah ———; she married, second, before 1701, Joseph Procter, Ipswich. Child:

68. RICHARD.

22 Samuel (*John², Richard¹*), born in Salem, Oct. 6, 1658; died Nov. 19, 1696. Samuel was a shipmaster, usually employed in foreign trade. In 1694 he commanded the *Prudent Mary*, with Richard Ingersoll (No. 20) as a seaman. Samuel left an estate of £538. He married Sarah ———, who after his death, married in 1698, Stephen English.

Children :

69. SARAH, b. Oct. 12, 1686; m. (int. Dec. 2, 1710), Josiah Orne. They had: i. Jonathan.

70. MARGARET, b. April 8, 1690; m. (int. May 31, 1712), Thomas Beadle.

71. SUSANNA; apparently d. young.

30 George (*George³, George², Richard¹*), born at Falmouth in 1683, bapt. Charlestown, 12-5-1696. He was a petitioner to Governor Shute, May 29, 1717, for admission as an inhabitant of Falmouth. He married, first, Elizabeth ———, of Gloucester.

Child:

72. ELIZABETH, b. Jan. 6, 1703.

He married, second, Sept. 2, 1707, Eliza Gourding of Boston.

Children :

73. GEORGE, bapt. April 27, 1709, Boston.

74. ABRAHAM, bapt. July 23, 1711, Boston; m. June 16, 1737, Ann Harwood of Boston; probably m. 2d, about 1749, Experience ———.

31 Daniel (*George³, George², Richard¹*), was born in 1690, at Falmouth, was baptised at Charlestown, 12-11-1693. He returned to and lived in Falmouth until 1730, and was twice chosen as selectman. His first public record was as a petitioner, with his brother George, for admission

as an inhabitant of Falmouth, May 29, 1717. Moving to Boston he was largely interested in shipping from 1739 to 1742, being a ship-owner. He died in (administration estate) 1749. He married, first, Sarah —, probably of Charlestown (Wyman).

Children :

75. DANIEL, b. Jan. 6, 1724; probably m. March 27, 1744, Mary Gridley of Boston. He was prominent in the American Revolution, and served as an officer in various commands, 1775-1780 (Mass. Soldiers in Revolution).
76. JOHN, b. Aug. 28, 1725; d. in Falmouth, 1758 (Maine Wills, 880).
77. BENJAMIN, b. Boston, 1735; m. June 28, 1768, Elizabeth Gray, b. 1738; d. Apr. 30, 1815.
78. GEORGE, d. (will Nov. 9), 1756.

He married, second, at Boston (int. July 16, 1741), Hannah Tucker.

Children :

79. JAMES, b. May 1, 1742.
80. JONATHAN, b. March 3, 1746.

35 Elisha (*John*³, *George*², *Richard*¹), was born in Kittery about 1676, where he was an adult in 1695. He was drowned at Presumpscot, Me., about 1726. The will of his father, proved at Kittery in 1716 (Maine Wills, 186) confirmed his title to land in Kittery, as well as bequeathed to him one-half of the father's mill and water rights in Falmouth, and one-half the homestead at Stroudwater. He settled on this farm, and in 1718 was one of the petitioners for the incorporation of Falmouth. He received a grant of 3 acres on "the Neck." Williamson (Hist. Maine, 2 : 84) says "The first new framed house (on Portland Neck) being built by Mr. Ingersoll, about the year 1714 . . . for this cause called governor Ingersoll."

He married at Kittery, Mary —, who died after June 26, 1722 (York Deeds, 11 : 69).

Children :

81. ELISHA, b. Jan. 2, 1697; d. April 1, 1698. (Old Times at N. Yarmouth).
82. MARY, b. Nov. 29, 1702, at Dover; m. — Martin.

83. ELIZABETH, b. July 12, 1705; d. before 1765; m. 1731, Chipman Cobb.* They had: i. Nathan, b. Jan. 7, 1732; m. March 27, 1757, Hannah Johnson of York. ii. Andrew, b. March 27, 1734; d. after 1800; m. 1st (int. Feb. 1, 1754) Hannah Green, daughter of Daniel Green and Mary Hall.
84. DEBORAH, b. June 3, 1708; m. Dec. 29, 1726, John Tenney.
85. ELISHA, b. June 3, 1711; d. young.
86. MARGARET, b. Feb. 22, 1714; d. young.

36 Nathaniel (*John³, George², Richard¹*), of Kittery, was born about 1680. By his father's will of 1714 he was left 36 acres of land at Kittery. He lived on Spruce creek, where this land was situated. He married Joanna — and died before 1723, in which year his widow Joanna was in Boston with two children (Boston Records, V : 13).
Children :

87. NATHANIEL, b. June 22, 1716; m. possibly Feb. 19, 1744, Jane Fitzgerald, and had two daughters, Dorcas and Joanna, bapt. Oct. 2, 1748, First church, Falmouth. He possibly m. 2d, Feb. 16, 1749, Hannah Spinney of Falmouth. Nathaniel served in the Louisburg campaign (N. E. H. & G. R. 26 : 251), and was an Indian scout in 1757.
88. WILLIAM.

37 John (*John³, George², Richard¹*), was born in Kittery about 1680. On Sept. 17, 1722, he was assigned with his family to live in the garrisoned house of Ebenezer More.

He married at York, about 1700 (Maine Hist. and Gen. Recorder, 4 : 293) Deborah, daughter of John and Deborah Phoenix of Kittery.

Children :

89. JOHN, (probably a son) m. Sarah Tucker. Had: i. John, b. July 2, 1740. ii. William, b. Apr. 1, 1743. iii. Deborah, b. Sept. 28, 1744.
90. JOANNA, m. at Kittery, Oct. 3, 1719, John Bowden, of Scarboro.
91. DEBORAH, b. Jan. 20, 1702, Kittery.
92. MARY, b. Jan. 6, 1705; m. Jan. 13, 1725-6, John Larrabee.

*Chipman Cobb's paternal ancestors were Samuel³ Cobb, Jonathan² Cobb and Henry¹ Cobb, of Plymouth 1629. His Mayflower ancestry was through the wife of Jonathan² Cobb, Hope Chipman, a grand-daughter of John Howland.

46 Stephen (*Joseph³, George², Richard¹*), was born in Gloucester. He married ———. The only record is his presentation for baptism at Salem, where he probably lived, of his five children on August 15, 1703. (E. I. Hist. Colls. 7 : 177.)

Children :

93. MARY; possibly m. Nov. 18, 1733, John Matchell of Gloucester.
94. DINA, m. (int. July 2, 1715), Joshua Wytherill of Salem.
95. STEPHEN, m. (int. Feb. 10, 1727), Hannah Manning.
96. MARGARET.
97. EPHRAIM.

47 Benjamin (*Joseph³, George², Richard¹*), known usually as Ensign, probably born in Charlestown, died at North Yarmouth, Me., April 11, 1755. In his will dated April 9, 1755 (Maine Wills, 760) he mentions his second wife, Sarah, and all his children, named hereafter, including Sarah, deceased. He became an inhabitant of Falmouth by petition in 1718 and was town treasurer in 1728 and 1729, and thrice chosen selectman. In 1729, with Samuel Cobb, he served on an important committee representing the town. On Dec. 2, 1729, the water-power of Saccarappa Falls was granted to him and others for a saw-mill, the commencement on the Presumpscot of a profitable lumber-trade that continued for more than a century. (N. E. Hist. and Gen. Register, 14 : 144). He moved to North Yarmouth prior to 1735, in which year he was appointed Boundary Commissioner by the General Court of Massachusetts (Old Times, 1902). He first married Mary Hunt of Ipswich; the marriage was in Gloucester where several of his children were born. She died after May 5, 1722. (York Deeds, 11 : 200)

Children :

98. MARY, b. 1713.
99. BENJAMIN, b. Sept. 25, 1715; d. Nov. 13, 1739; m. June 6, 1736, Mary, dau. of Capt. James and Sarah (Ireson) Parker.
100. WILLIAM, b. Sept. 8, 1717; m. wid. Sarah Parker.
101. MARTHA, b. 1719.
102. NATHANIEL, b. 1722; possibly m. Feb. 6, 1749, Hannah Spinney of Falmouth. (See No. 87).

He married, second, Sarah Ireson, who survived him.
Children :

103. JOSEPH, b. July 30, 1725.
104. SARAH, bapt. Jan. 22, 1728, Falmouth; d. before 1755; m. Aug. 11, 1744, James Parker.
105. HANNAH, b. Jan. 27, 1730; possibly m. Jan. 7, 1750, Henry Tolman.
106. DANIEL, b. 1734; d. 1737.

48 Joseph (*Joseph³, George², Richard¹*), born probably in Falmouth about 1686, lived in Gloucester where he died in 1755. He is probably the Joseph who was ordered to military service at Salem in 1703. He married December 2, 1707, Mary Brewer (Babson, First Additions).

Children :

107. JOSEPH, b. July 12, 1708; d. young.
108. JOSEPH, b. 1710; m. Nov. 18, 1732, Hannah Davis of Gloucester.
109. BENJAMIN, b. July 24, 1712.
110. JAMES, b. 1714; m. Sept. 24, 1749, Eliza Davenport of Boston.
111. ABIGAIL, b. 1716.
112. JOHN, b. 1719; m. 1st (int. May 9, 1741, Lydia Stockbridge); m. 2d, July 22, 1775, wid. Lydia Woodbury.
113. MARY, b. 1721.
114. ISAAC, b. 1724; m. March 2, 1764, Susanna Small of Cape Elizabeth.
115. SARAH, b. 1726.

50 Samuel (*Samuel³, George², Richard¹*), born about 1684 (baptised in Charlestown church, 10-4-1694), settled in Gloucester where he died (buried Feb. 27, 1754), "upwards of 70" (Babson). He married Jan. 1, 1708, Sarah Sargent, of Gloucester.

Children :

116. SARAH, b. Oct. 24, 1708; probably m. Dec. 3, 1730, Jonathan Day.
117. SAMUEL, b. Sept. 26, 1710.
118. JOHN, b. Aug. 7, 1714; d. young.
119. JUDITH, b. Jan. 14, 1717; m. Sept. 5, 1739, George Giddings.
120. ZEBULON, b. Aug. 23, 1719.
121. DORCAS, b. Nov. 6, 1722; m. Nov. 30, 1742, Mark Parsons.

- 122. ANDREW, b. July 25, 1725; probably m. 1750, Hannah Browne.
- 123. SOLOMON, b. Oct. 1, 1729.
- 124. JOHN, b. Dec. 30, 1733.

52 Josiah (*Samuel³, George², Richard¹*), born about 1687 (bapt. Charlestown church, 10-4-1694). His will of Oct. 1, 1760, proved May 30, 1768, names sons Josiah, William, Nehemiah, John and four daughters. He married Dec. 30, 1712, Mary Stevens, jr., born Feb. 11, 1693, and died Jan. 13, 1789, daughter of Samuel and Mary (Ellery) Stevens.

Children :

- 125. MARY, b. Dec. 6, 1713.
- 126. JOSIAH, b. July 21, 1716; d. Jan. 13, 1789; m. April 11, 1741, Bethia, dau. of John and Mary (Ellery) Sargent. She was b. 1725, and d. Feb. 3, 1779.
- 127. WILLIAM, b. May 3, 1719; d. 1763; m. Nov. 23, 1749, Anne Ellery.
- 128. ABIGAIL, b. July 3, 1721; d. young.
- 129. DANIEL, b. Nov. 3, and d. Nov. 27, 1723.
- 130. LOIS, b. June 27, 1725; probably m. (int. Oct. 14, 1744), Joseph Hibbard.
- 131. ABIGAIL, b. April 16, 1727; m. (int. Sept. 24, 1748), Peter DOLLIVER, jr.
- 132. NEHEMIAH, b. 1732; possibly m. Nov. 9, 1757, Sarah Youins of Boston.
- 133. SUSANNAH, b. Dec., 1734.
- 134. JOHN, b. Feb. 7, 1736-7.

54 Jonathan (*Samuel³, George², Richard¹*), born Aug. 6, 1693; died in 1745. He was a hotel-keeper in Gloucester (Babson). He married June 14, 1717, Elizabeth Perkins, of Ipswich, daughter of Francis and Elizabeth (Eveleth) Perkins.

Children :

- 135. JONATHAN, b. Aug. 3, 1719; m. 1737, Hannah Gilbert.
- 136. FRANCIS, b. July 4, 1721.
- 137. PERKINS, b. Sept. 14, 1723; m. Aug. 11, 1747, Hannah Ridgway.
- 138. LUCY, b. June 26, 1725; d. Sept. 4, 1810; m. Nov. 20, 1744, Zebulon Elwell.
- 139. SIMEON, b. Nov. 2, 1727; served in Capt. A. Wheeler's company in Revolutionary War.
- 140. DAVID, b. June 18, 1735.

55 David (*Samuel³, George², Richard¹*), born in Charlestown, Aug. 30, 1695 ; settled in Gloucester ; married Dec. 10, 1718, Mary Sargent. He was lost "on the banks" in 1730 (Babson).

Children :

141. MARY, b. Feb. 9, 1720 ; m. Jan. 16, 1753, David Tarr.
142. REBECCA, b. July 25, 1722 ; m. Jan. 16, 1743, Peter Sargent, b. June 2, 1721.
143. DAVID, b. Oct. 24, 1724 ; probably d. 1774 ; m. 1st, Dec. 29, 1747, Mary Sargent ; m. 2d, Mary Touchstone.
144. SARGENT, b. Dec. 6, 1726 ; m. Esther Broom. He was 1st Lieut. of the privateer *Phoenix* during the Revolutionary War.
145. MEDIFER, b. Aug. 3, 1729 ; d. in French and Indian war, 1759 ; m. and had among his children Zebulon, of Revolutionary service, commonly known as "Colonel".

58 Joel (*Samuel³, George², Richard¹*), of Gloucester, born June 27, 1709 ; married Dec. 18, 1734, Mary, daughter of Benjamin Averill. She married, second, Jan. 21, 1744, Philip Bayley.

Children :

146. BENJAMIN, b. Dec. 11, 1735 ; d. Aug. 22, 1772 ; m. Feb. 7, 1755, Lydia Davis.
147. JOEL, b. 1735 ; d. 1758 (adm. of est. Sept. 15).
148. SAMUEL, b. May 22, 1740 ; m. Mrs. Mary Weed.
149. SARAH, bapt. May 10, 1741.
150. JONATHAN, b. June 29, 1742 ; mariner ; of Newburyport.

61 Samuel (*John³, John², Richard¹*), baptized, an adult, in First church, Salem, March 15, 1702. He married, first, Elizabeth Wakefield, born in Boston March 2, 1675-6 ; and died Jan. 22, 1702. She was the daughter of Samuel and Elizabeth (Dove) Wakefield. The only issue of this marriage, Elizabeth (No. 151), was legally adopted by Samuel Wakefield, Nov. 17, 1707, under written agreement with Samuel Ingersoll. He was a cooper in Salem, where he bought the Humphrey Coomb's house which he sold in 1705 (*Essex Antiquarian*, 10 : 158). He moved to Marblehead before 1728 (*N. E. H. & G. R.*, 28 : 319).

Child :

151. ELIZABETH, bapt. March 15, 1702 ; adopted by Samuel Wakefield.

Samuel Ingersoll is supposed to have married, second, July 29, 1702, Sarah Haskett, born Feb. 5, 1673, daughter of Capt. Stephen and Elizabeth (Langdon) Haskett. Sarah Haskett inherited Mar. 23, 1747, from her father, the Stephen Haskett house in Salem.

Children :

152. SAMUEL, bapt. Aug. 15, 1703; d. young.
153. MARY, bapt. Aug. 6, 1704; d. young.
154. SAMUEL, bapt. Apr. 14, 1706.
155. MARY, b. Aug. 18, 1708.
156. NATHANIEL, d. (will proved 1761); m. Sept. 1, 1737, Bethia Gardner, bapt. Aug. 15, 1714; d. July 30, 1773. She was dau. of John and Elizabeth (Weld) Gardner. In Nathaniel's will he mentions his wife Bethiah, and sons Samuel, David, Jonathan and John.
157. JOHN, jr. (supposed to be Samuel's son), m. Nov. 27, 1740, Elizabeth, dau. of Capt. Daniel Bray. She was b. Oct. 10, 1710 and d. Aug. 5, 1768.

66 John (*Nathaniel³, John², Richard¹*) born in Salem Oct. 7, 1678; moved to Lynn before 1697. Served in Capt. Moulton's company in 1725 (Mass. Arch. 91: 134-5). He married (int. Jan. 8, 1697), Elizabeth, widow of Samuel Newhall. She probably was the daughter of Samuel and Elizabeth (Andrews) Symons.

Child :

158. HANNAH (probably their daughter); m. May 19, 1723, John Clement of Lynn.

68 Richard (*Richard³, John², Richard¹*), of Salem, died (administration of estate, July 11), 1708; married April 28, 1699, Ruth Dodge.

Children :

159. RUTH, d. young.
160. SARAH, bapt. Aug. 30, 1702; m. Dec. 29, 1720, Daniel Cressy; removed to Connecticut about 1740. (11 children.)
161. JOHN, bapt. Oct. 5, 1712; probably m. (int. May 23, 1730), Mrs. Sarah Raymond, widow of Henry Brown, and moved to Windham, Conn.
162. RICHARD, bapt. Oct. 5, 1712; d. before June 5, 1735.

TWENTY-FIVE LARGEST SHIPS REGISTERED IN SALEM, MASS.

COMPILED FROM "SALEM SHIP REGISTERS, 1789-1900."

Name	Gross Tons	Rig	Original Owners	When Built
1. Witch of the Wave	1498	ship	John Bertram, et al	1851
2. Aurora	1396	ship	Stone, Silsbee & Pickman	1853
3. Highlander	1352	ship	B. W. Stone & Bros.	1869
4. Formosa	1252	ship	Silsbee, Pickman & Allen	1868
5. Witchcraft	1250	ship	Wm. D. Pickman & R. S. Rogers	1850
6. Panay	1190	ship	Silsbee, Pickman & Allen	1877
7. John Bertram	1080	ship	John Bertram, et al	1851
8. Mindoro	1065	ship	Silsbee, Pickman & Allen	1864
9. Syren	1064	ship	Silsbee & Pickman	1851
10. Derby	1062	ship	Stone, Silsbee & Pickman	1855
11. Sumatra	1041	ship	Stone, Silsbee & Pickman	1856
12. John Tucker	989	ship	Tucker Daland, et al	1857
13. Josephine	947	ship	Joseph Andrews	
14. Shirley	910	ship	Stone, Silsbee & Pickman	1850
15. Malay	868	ship	Stone, Silsbee & Pickman	1852
16. Sooloo	784	ship	Silsbee, Pickman & Allen	1861
17. Ocean Rover	776	ship	Silsbee, Pickman & Allen	1860
18. Siam	726	ship	Tucker Daland	1847
19. Susan Drew	676	ship	Jeremiah Page	1839
20. Essex	662	bark	John Bertram	1870
21. America	654	ship	George Crowninshield, et al	1798(?)
22. New Jersey	636	ship	Joseph Peabody	1833
23. Taria Topan	631	bark	John Bertram	1870
24. Edmund Perkins	617	ship	Timothy Bryant, et al	1838
25. Jersey	599	bark	John Bertram	1868

HISTORICAL COLLECTIONS
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JULY, 1909

No. 3

MILITARY JOURNAL KEPT IN 1777, DURING
THE RHODE ISLAND EXPEDITION, BY
JOHN GOODWIN OF MARBLEHEAD,
MASS., FIRST LIEUTENANT IN
CAPT. NATHANIEL LINDSEY'S
COMPANY IN COL. TIMOTHY
PICKERING'S REGIMENT.

Marblehead Decemb 29 1776

We took our Departure from the Gun House in the Training field and By God's Grace Bound to Reinforce the Continentall Army. We arriv'd at m^r Newhalls Tavern 1-2 after 7 Oclock. No Accident. 30 1-4 after 12 OClock we arriv'd [at] Bradishes in Cambridge & Got dinner. No Accident.

30 Roxbury. We arrived at M^r Child's Tarvin 3 1-4 after 5 OClock. No Accident and Took our Nights Lod[g]ing. We arriv'd Ames Tarvin in Dedham 1-2 after 9 OClock. No Accident.

31 We arrived at Robins at Walpole at 2 OClock, no accident and Got dinner. We put up in Wrentham for Supper and Lod[g]ing at M^r Blakes.

Janu^{ry} 1, 1777. We Brakefast at Mans Tavern in Wrentham. No Accident. We arriv'd at M^r Maceys Tarvern in Attlebery 1-2 after Eleven OClock. We din'd in Attelbery at M^r Sterns Privit House, our Cap^t overtook us. We Lodg'd in the N. West End of Reho-both at Bradfoard Tarvern.

Jan^y. 2. We Arriv'd in Providence. No Accident and Brakefasted. Cap^t Nathaniel Lindseys Company Drew 2 Days provisions.

Jan^y 3d Cap^t Princes Comp^y arriv'd here from Danvers. Benja Brook was at our Lodgin to Carrie Letters. (4th) Mr. Humphres Bought 3 Turkeys at 4^d 3 lb. Sabath (5) Our people went on Guard. Nothing Miterial. (6) Cap^t Lindsey with Mr Brown (one Sergeant M^r Dolliber) M^r Hump^y and Seven Privitts joyn'd to make 100 Men rank and file To Goe to Greenage on discovery. The Same day I went on Main Gard we took up at Midnight 5 Officers of the Train and Kept the[m] under Guard till we was Relived. (Omitted) Sabath Day 7th. We Receiv'd orders From Sergeant Major that we Belongd to Corn^l Holmans Rigement. (8) Cap^t Lindsey Returned From Greenage in the after Noon. No accident. (9) General Spence aRived In Town from Greenage. We dined at Cap^t Princes Quarters on Rost'd Turkey. (10) An In-dependant Company went from hence. (11) M^r Seager went from hence with his Wagon and Some Chese. I went on Fattuge in the fore Noon, After to Baptiz Meeting W[h]ere the Minister tund the psalm.

12 Jan^r M^r Hiller met with an accident by Tumbled down a Ships Hole on Sabath day. (13) Nothing Material. (14) Mr Brown went on Fetuge. (14) At Night we Espied a Large fire Bearing from providence S. E. and be South supposed to be Newport in Fire. (15) Nothing Materiall. (16) ditto. (17) The Connecticut Troops Began to Come in. Our Cap^t went on Main guard. (18) Six privitts & 1 Sergeant went to Rehoboth to Guard Con^t Stores. (19) Nothing Extrodinary. (20) M^r Brown Went on Main Guard. (21) Corp^l Humphrey Went with a party on ditto. (21) Mrs. Grant Arriv'd at our Barrak to Seek into the Conduct of her Husband and Brought News of Cap^t Joseph Proctor was Ariv'd. (22) Nothing Extrodinary. (23) Nothing ditto. (24) Mrs. Grant went from our Barrak For Marblehead with Letters. (24) A Bad Storm Hap-pen'd a Night. (25) Sergeant Dolliber Received a Letter from his Father. (26) The Connecticut Troops came

in. (27) Nothing Remarkable. (28) The Bay Troops Came from the Estward the Conn[ecticut] Troops paraded and Exercised. (29) Fast day through out This state. (29) at Ten oClock at Night we Receiu'd orders to March to Tivetown down by Road island. (30) it Snowd very fast that We Could Not Set of. (31) We set out from Providence at 1 OClock. We arrivd at Mr Dogen's Tarven at 3 Oclock in Rehoboth. We Cross'd a ferey. We Lodg'd at M^r Hunt's Tavern and Breakfast.

1th Feb. We dine'd at M^r Brown Tavern in Swansay. We put up at M^r Birden Tavern in Freetown for Lodging. M^r Brown overtook us who Went after Ben Stacey 2d day Febr^y We arrivd at Tivetown opposite Road isl[and]. No Accident. We stopt'd a Man who we supos^d was Going to Road Island in a Boat. (3) Cap^t With, M^r Brown and a parte went on Shore to Road Isaland. No Accident & the Same day we drew provisions. (4) We Espied The Regulars Makeing a fort on an Eminance on Road Isaland opisite our Quarters. (5) I was warn'd to Goe on Main Gard at Howland ferey. (6) In Main Guard Espied Some Hessians oppisit the Gard House whome we dischard a piece of Cannon between the Hours of Eleven Oclock & 12 which mad them Run. (7) At Night the Regulars fir'd at our people comeing from providence.

Feb^y 8. 1 Regiment Came from providence By Warter in 5 Gondolas & 7 Boats. M^r Brown Went on Main guard To day. (9) A Part of our Regiment went to Meeting under Armes with our Company. (10) our Cap^t went on Main Guard their Appear'd Three Regular officers on Horse Back oppisit our Fort at whome our Artillery dischard Two pieces of Cannon which made them Retreat very swiftly Back. The Same day M^r Brown set out for Providence with 4 Men in a wale Boat for our Cloths that we Left Their. Febr^y 10 I receivd a Letter from My Wife ¶ fauour Cap^t Prince. (11) I Went on the Parrade With our Company to Se a prisoner punished for gitting Drunk and Steeling. his punishment was to ride a wooden Horse ten Minutes on a very Snowey day. (12) I went on Main Guard on Said day, 3 prinsoners Were Brought

on Guard ~~by~~ order of Generall Varnum. (13) I was Reliv'd on Main Guard. This Thirteenth day of February I was Thirty two years Old, our Cap^t went on The parrade with a party of our Company To Exercise & this Thirteenth day M^r Brown arrivd from providence and Had Like to a been Lost in the Night By Crossing from Brister ferry to Tiverton. The Wind blew so hard And Cold That they Like to founded, Besides They frose some their hands & some their feet and one Man Like to frose to death, one Moses Welcom. The said Night at 2 OClock our Cap^t Went with a partie on the Isaland on Discovery and Return'd With out Accident. The Said 13th I Recie'd Two Letters by the Way of providence, our Brigade Major M^r Bissill took one up fore Me. Said 13 I Sent a Letter p^r favour of John Perce. (14) Our Cap^t Was Warn'd on Court Matiall and M^r Brown to try some prisoners. (15) M^r Brown Went on Main Guard with Cap^t Prince, a Row Galley Came down From providence.

16 on Sabath day I muster'd our Company in order That the Commanding officer of the Roe Galley may Se wither any of them Would Ingage on Board The Roe Galley to Goe on an Expedition of Driving a Sloop of war or Ship away from Forlkland Ferrey, our Cap^t with M^r Brown was on Court Martial the Sam day. (17) Our Cap^t with Company went on Grand parprade to here prayers. The 17 our people got 2 the Biggest Backlogs on Fire that I ever see on fire. The Said Night Cap^t Blaney Mr Hump^y a Benj^a Bubier ojnted for the Itch and It over came them so that we Thought they would a Died in the Night. Said 17, at Night at 12 oClock 2 Roe Gallies Went on Road jsaland Shore and Fier'd at the Main Guard House of the Regulars and Maid them run But we Cant Learne that it did any Dammage. The Regulars set on fire their Beecon to Alarm their Troops. (18) Sergt Dolliber, Wigan and Hiller ojnted for the Itch. (19) Two Women Came from Road jsaland. (20) Capt and Goodwin Went on Main Guard. (21) We Came of Main guard, Said 21, our people went on R Isaland and took of Hay. The mean wile a Roe Galley engaged the Enemy opisit Howl[and] Ferrey. Exchanged a Great Many Shot.

22 day of Febry at 1/4 after 9 OClock John Seasbrick by an Accident Shott a Gun of in a Bed Room inside a Partition which accident Shot Edward Shaw through the h[ea]d that His Brains Came out Who Never Spoke Afterwards. The very Night before one Middleton Quarrel'd with Said Shaw aBout A Gun that was Left in The Room. And Said Shaw went after John Seasbrick to Come up to his Barrak to Clear Up the Quarrel and were satisfid to Think that He satisfied the Company. This Said Seasbrick took the Flint out of Middleton Gun for which he Blam'd Shaw. Said 22 day A Roe galley went to the Isaland and the Regulars Fir'd So fast that She was forst to Retreet with to men Mortaly Wounded and The Galley torn al to pieces, one of The Guns dismounted of the Carriage. They allso fir'd Rite into the Mussel of the Eighteen pounder on Board the Galley. One of Said Men Died of Their Wou[nds] in the Evening. Said day The Soldiers Collec[t]ed together in a Bodie and Came down on a point and drove our people of that Were geting Hay. Said day our people Split a gun by Fireing from the Fort And wounded Six Men one Since died of His Wounds the others very Bad. Said Night I with a partie went on said Isald and Brought three Boat Loads of Household Furniture Belongin to M^r Tolman who were Threttnd that if he did not get all his Effects of the Isal'd By 9 OClock The Next day That they would Set fire to The House and Burn Him out. We were put to The Rout by a Centernal Discharging His peice at The Soldiers as He Suppos'd but we Returnd in Safty without Accident.

23rd of a Sabbath day We Inter'd the Bodie of Edward Shaw. Said day 2 More Bodies were Intr'd Who died of their Wounds from a Gun That Split. the other Wound by The Enemy. (24) We held a Regementall Court Martial at our House and Sentanced Two Men to Ried a Wooden Horse. Said day M^r Brown went on Main Guard on a very Stormy day. (25) I Went on Main Guard And Delivered The Said prisoners to Be punish'd. (26) I was Reliev'd. (27) Our Cap^t Went on Main Guard. (28) M^r Brown went on ditto. (29) At Night Some

of our Regiment were Comeing up from Folkland Ferrey and The Sentries haild the Men and The Centrys were so scared That they Let fly their Charg that and one of the Balls cut the Hare of His Temples and one Buck Shot went Through His Hat.

March 1th I was Warn'd on General Court Marshall. (2^d) Nothing Extrodinary. (3) Our Cap^t Went on Main Guard. (4) Our Cap^t Coming of Main Guard Espie'd a Regular oppisit our Barracks who had deserted In The Night from The Fort at Brister ferry Who gave Intelligence of the Number of Troops on The Isaland which was aBout 3500 as Near as he Could Tell. The poor Fellow attempted in the Night to Come in a Canoe a Crost The River and The Canoe Sunk under Him so that He was forced to Swim to The Shore. He The S^d Soldier Lodg^d at our Barraks all Night and in the Morng Were Sent to providence to General Spencer. (5) at Night Cap^t Lindsey went with M^r Brown Went on The Isaland to take the Senternals and Return'd without accident but did Not Effect their plan. (6) The Regulars Came down on Common Fence Point and Burnt Two Houses down oppisit our Barrak. one of the Houses Belong'd to M^r Fallman who was Threaten'd. they Likewise Burnt a Nother House Call'd Hickes. I discharg'd my Gun 4 Times at Them. (7) I went on Main Guard. in The Night the Soldiers of our State went Home. The 8th Nothing Extrodinary. (9) Nothing ex. (10) I went after our Raison Money. (11) Cap^t Princes Company went Home. I went To Comiss^{ry} Grays for Our Rations. Said day at Night General Varnum was at our Quarters. S^d Night A Major Went on The Isaland on Discovery. (12) One of the Inhabitants Came of the Isaland and Brought News That The Soldiers Shew no Respect to The Inhabitanst on the Isaland. (13) Some of our Company went Home in The Morning. Said day our Cap^t Din'd with General Varnum. (14) We set of from Tiverton and din'd in Freetown at a Tarvern Lot Strange. we put for Lodging at Mis French's Tarvern in Berkley and Supted. we Brakefast in Tanton at a Tarvern. we Went Through Norton and Arriv'd in East Town and Got Dinner. We

Lodg'd at Stouting Ham.* No Accident. we Came
through Milton and din'd in dorchister.

D^r M^r Brown

Paid in Tanton for Brakefast 1/

Paid for dinner in East town 1/

Paid Mis Cambell 1 Can Grog 8^d

Paid for Lodging &^c 5/ in Boston

Paid Newhall 5/ for dinners &^c

Mem. Joseph Condol & Gideon Ginman Confind for
Absenting Themselves from their Company without Leave.
Benj^a Willcox Capt^t

William Fec[?] a soldier in the Artilery Comp^r Got
Drunk and a Busing a Man of this Town and Stole a
Chare from Maijor Gray. Confined. Thos. Carlile Cap^t

Lemuel Fowle for Refusing to due His Duty in Cap^t
Willcox Comp. in which he has been Legaly Draugh^t also
Refusing to Bare Arms. Confined. I. Varnum Generall
Essex Institute MS. Colls. Military MSS. Vol. II, p. 13.

*Stoughtonham now Sharon.

ESSEX COUNTY NOTARIAL RECORDS,
1697-1768.

(Continued from Vol. XLV, page 136.)

[25] Protest. Capt. W^m Care, late master of the Schooner Rumford of Boston, Will^m Stevens, owner, made declaration that on Oct. 14, 1732, on his passage from Cape Breton to Boston, "the Wind Blowing very hard at W. N. W. that in y^e Evening between Six & Eight of the Clock y^e said Schooner Struck upon y^e N. Wst part of the Isle of Sables with Such violence that She Soon was So Bulged that there was no Prospect of Getting her off upon which they gott a Shore and Saved of y^e said vessell & Cargo the Gibb and Part of y^e Main Sail, Two Anchors y^e Standing Rigging three Hh^{ds} of Molasses & 2 Bar^{ls} of Flower and that They Stayed on Said Island untill ye Twenty fifth day of March and Then Gott off from Thence on board a Schooner belonging to Marblehead one Will^m Treffery Master and arived in y^e Harbour of Marblehead on Monday y^e second of April Instant." Witnesses : Thomas Fish, Benjamin Darning. Apr. 3, 1733.

Invoice of merchandise sent by Capt. Grafton and consigned by said Joseph Grafton of Salem on the account and risk of Moses Pinheirae, viz :

8 ^{ber} 4 th To 6 P ^s India Taffety	£5 : 10 : 0	£33 : 0 : 0
To 4 P ^s of Buntin at 80		16 : 0 : 0
		£49 : 0 : 0

"Barbados 8^{ber} 4th 1732, S^r At your Safe Arrival at your desired port I desire youll dispose of y^e above Goods for ye most & my best advantage & for the neat proceeds I desire youll Send or bring the following things I underneath mention & if any Goods unsold I desire youll bring

them back again from S^r your friend & serv^t to Comand, Moses Pineirae."

[26 & 27 missing]

[28] Power of attorney given by Elizabeth Oliver, wid., Andrew Oliver and Peter Oliver, merchants, all of Boston, executors of will of Daniel Oliver, Esq., of Boston, to Edmund Goffe of Cambridge, Aug. 17, 1734, [29] "and We promise we will never revoke this Power of Attorney." Acknowledged in Boston, Aug. 19, 1734, before Samuel Checkley, Justice of the Peace. Witnesses: John Dunn, Will^m Willard. The letter sets forth that the said executors at our Inferior Court of Common Pleas held at Boston on the first Tuesday in January, 1733, recovered judgment against Edmund Goffe, Esq^r of Cambridge, and John Stacey, shoreman, and John Aish, tailor, both of Marblehead, for £206:4:1 debt, and £5:17:6, cost of suit. Letter of attorney gives said Goffe power to take out one or more executions against said Stacey and Aish for the whole amount of debt and costs.

Bill of Exchange, dated Canso, May 27, 1735. Thirty days sight draft of Patt: Heron for £31:15s:9d: on King Gould, Esq., "or the Agent for the Time being, to the Hon^{ble} Col^o Rich^d Phillips Regim^t at the Horse Guards, London," to Samuel Cheever. Endorsed to Benjamin Pickman by Samuel Cheever. Endorsed to Henry Caswell by Benjamin Pickman. Endorsed to Ryley & Chapman by Henry Caswell. [30] Protested in London, Oct. 3, 1735, as "King Gould was not in Town," and had left no orders for acceptance.

Bill of Exchange dated Canso, May 27, 1735. Thirty days sight draft of William Strahorn for £8:7s:3d: on Paul Androvin, Esq. to Capt. Patrick Heron. Endorsed to Benjamin Pickman by Patt. Heron. Endorsed to Henry Caswell by Benjamin Pickman. Endorsed to Ryley & Chapman by Henry Caswell. [31] Protested in London, Sept. 12, 1735, said Androvin could not be found at his address "the Tilt yard Coffee House," and had left no order for acceptance.

Shipped by Caleb Lindall and Jon. Cooke in the Brigantine Newbury, Capt. Benj^a Woodbridge, master, now in Carlisle Bay bound for Boston, one small trunk and one box marked L, to be delivered to Nathaniel Lindall, merchant, he to pay for freight 15s, with primage and average. Sept. 17, 1711. Received by Jonathan Barnard in behalf of Mrs. Elizabeth Lindall. Boston, Nov. 16, 1711.

Benjamin Woodbridge delivered the above goods as by his testimony, under oath, at Salem, July 21, 1735.

[32] Robert Robinson receipt dated St. Martains, July 23, 1736, to John Ingersoll for 9 compasses and one table.

Salem, Aug. 31, 1736. Robert Robinson to make return of the above goods to Daniel King of Salem, "as he Ordered me to leave the compasses with you & his receipt shall be your Discharge. John Ingersoll."

Rec^d of Daniel King of Salem on board the Schooner Luestana, John White, master, now in Salem Harbor, bound for Island of St. Martins in the West Indies, "one large Oval Cedar Table to the Value of five Pounds New England money which I promise to dispose of to the best advantage at St. Martins or Else where & make return in Jonas Adams or John White or in the first Vessel that Comes to New England." Signed, Robert Robinson.

Dec. 18 1735.

Burger of St. Martins.

Receipt, not signed, to Daniel King, for "two Guaging Rods the one fifteen shillings the other thirteen, one Gunters Seale Twelve Shillings all amounting to two Pounds the returns to be made as above." Dec. 18, 1735.

[33] Protest. Edward McCormick of Belfast, Ireland, mariner, now resident in Ipswich, made declaration that by an agreement between Edward McCormick and James McCreles of Ipswich, shopkeeper, on the one part, and Joseph Smith of Ipswich, shipwright, on the other part, dated Nov. 24, 1736, Smith was to "find & provide a good Timber & Plank at his own Cost & therewith build for the s^d Edward McCormick & James McCreles a Vessell

called a Snow of the Dimensions following, viz forty Eight feet and half a foot Keel Streight Rabbet, Eighteen Inches of which not to be Tunaged for & nineteen feet Beam of Eight feet & nine Inches Deep in the hold between Plank & Ceiling to be a Vessell with two Decks & to be three feet & nine Inches between Decks, the rise of the Quarter Deck from the main Deck to be fifteen Inches & to be Ten feet & half a foot floor between Sir mark & Sirmark the dead riseing to be Eight Inches the running Plank to be all white oake & two Inches & one Quarter Thick one Streek under the wale & one Streek next above the wale to be of three Inch white oake Plank the wales to be four Inches thick & nine Inches in Breadth; the Gunnel wales to be six Inches Deep & three Inches Thick the water way to be of two & half Inch white Oake Plank the Other Decks to be of two Inch Pine Plank the waterways upon the upper Decks to be of three Inch white Oak Plank, two streeks upon the main Deck to be of two & half Inch white Oake Plank, said Vessell to be built with good Sound & Seasonable timber & fitt for a Vessell of the Dimensions aboves^d with good Plank as abovesaid & the Carpentry work to be done well substancial & workmanlike & finished off to a kleet ready to be delivered to s^d Edward McCormick & James McCreles afores^d in Ipswich River on or before the first Day of May next Ensuing the Day of the Date of the s^d Articles. [34] Also said Smith agreed to find all Marsts Booms Bowsprits yards & all Capps needfull for said Vessell." Smith failed to deliver the Snow as agreed. May 9, 1737.

Received Sept. 14, 1735, by Is^a Cardell from Brigantine Abigail, Capt. Caleb Pickman, 24 hh^{ds} of fish and a parcel of lumber "which promise to be accountable for to Mess^{rs} Benjamin & Samuel Pickman Merch^{ts} in Salem for self & partner."

Sales of Sundrys of the Brigg^{ne} Abigail Cap^t Caleb Pickman account Mess^{rs} Benja^a & Samuel Pickman merch^{ts} in Salem Viz^t

[35] Sept 30	Hume & Hamilton	3636	at 4 ³ / ₄ m	14	10	10	1 1/4
	Cash	1177		4	14	1	3/4
Oct ^r 2	Manning & Ducommun	6751	at £3 15/	25	6	3	3/4
	Cash	104		8	4	3	4
6	Solomon Mendes		2 1568 at 12/6h ^d 5	10	6	0	
	D ^o		3 2352 at 10/h ^d 5/	12	10	2	1/4
11	Cash		1 784 at 7/6h ^d 5	3	3	9	1/2
14	James Boden	110	1 784 at 10/h ^d 5	4	3	4	3/4
22	Edward Garthwait			9	10	1	1/2
23	Sam ^l Dicker	1680		6	14	4	3/4
24	John Merriweather	5100		4	2	10	1/2
	Cash	55		4	7		
30	Daniel		2 1568 at 12/6h ^d 5	10	6	0	
	Heugh Williams		2 1568 at D ^o	10	6	0	
No. 3	Farquharson & C ^o		1 784 at 15/h ^d 5/	6	2	6	
	James Boden		1 784 at 12/6h ^d 5/	5	3		
12	Samuel Dicker		1 784 at D ^o	5	3	0	
18	John Willis	94		9	4	3	4
Dec 15	Samuel & Geor.						
	Adams		5748 Staves	25	17	3	3/4
	D ^o		379 Hoops	1	2	8	3/4
	Cash		1 490 Damaged	1	16	9	
			at 7/6 the rest quite rotten & thrown away				
			Hoops &				
			5748 Staves	£271	11	9	1/4
			24711 30100 2379 23				

Charges Brot over	£271. 11. 9 1/4	
Landing & Negroe hire &c on Boards at 2/6 p ^r m,	£3. 1. 9 1/4	
Do on Hoops & Staves at Do	2. 0. 3 3/4	
Do on Shingles at 1/3	1. 17. 7 1/2	
Wharfage on Fish at 7 1/2	0. 14. 4 1/2	
Cooperage on Do at 1/3	1. 8. 9	
Commission & Storage 7 1-2 p Cwt	20. 7. 4	29. 10 2 1/2
		<hr/>
		£242. 1. 6 3/4

N^t proceeds Carried to the Credit of Mess^{rs} Benja &
Samuel Pickman acc^t Currant

Kingstown Jam^a Feb^{ry} 3, 1735

Errors Excepted

Exam^d

Cardell & Mainwaring

⌘ Mit. Sewall No^t Pub.

Rec^d 7^{ber} the 16, 1735 of Cardel & Mainwaring Two
Casks & one Bagg Indigo one Bagg Cotton & one Caske
pimento Weight N^t viz^t

One Cask of Hispaniola Indico N^t 145

at 3/8^d p lb £26. 11. 8

One Cask & one Bagg of Guatimala

Indico wt n^t 223 at 3/10 p lb 42. 14. 10

One Cask pemento n^t 90 at 7 1/2 2. 16. 3

One Bagg Cotton n^t 110^{lb} at 8^d 3. 13. 4

One Cask Cocoa n^t 259 at £12 p Ct 31. 1. 7

& Three Tonn Loggwood at £9.10 28. 10. 0

135. 7. 8

4 Casks

0. 8. 9

135. 16. 5

& in Cash

28. 15. 0

Commission on the above Goods at 7 1/2 p C

10. 3. 8 1/2

Do on the Cash at 5 p Cent

1. 8. 9

£176. 3. 10 1/2

[36] "In all amounts to one Hundred & seventy six
pounds Three shillings & Tenpence 1/2 which is in part
of a Cargo left in their hands to be disposed of Acco^t of

my Brothers Benja^a & Samuel Pickman & the remainder as Soon as Disposed of & you are in Cash or have rec^d the Country produce for the same to be remitted as near as you can, in what said B. & S. Pickman directs in their Orders to Me & as to the Thirty one Hh^{ds} left with you on Sundry persons and I refer you to their Several Orders which have left with you however omitt no opportunity of making remittances after you are in Cash & if you cant Comply Exactly with those orders do it in the best manner you can rather than miss any Opportunity & you'll Oblige

Your Hum. Serv^v

Caleb Pickman."

Exam^d

⌘ Mit Sewall.

" Invoice of two hhds Sugar Ship'd on board the Sloop Endeavour, Cap^t John Cobb, on the proper acc^t & risque of Mess^{rs} Benja^a & Samuel Pickman of Salem & to them Consigned viz^t

N^o 3. 15. 3. 14 h 115
4. 15. 3. 14 115

31. 3. 0 h 230 N^t 3326^{lb} @ 17/6 — £30. 5. 9 1/2

⌘ C^t & hhd^s 11/10 1-2 & d

To Duty on D^o @ 18/ ⌘ hhd

1. 16. 0

32. 1. 9 1/2

Commission &c 7/1-2 p C^t

2. 8. 1 1/2

£34. 9. 11

Kingston, Jam^a May 14, 1736

Errors Excepted

Cardell & Mainwaring

Exam^d

⌘ Mitchill Sewall Not. Pub.

1735 Dr. Cap ^t Habakkuk Gardner to Peter Hussey		
July 23 ^d	To 1 hh ^d Molasses q ^t 112 Gallons	
	y ^d p & hh ^d 26/	£5. 10. 0
	To 1 hh ^d biskett q ^t 448 ^{lb} @ 35 p C	7. 16. 9
	To 703 ^{lb} Sugar 16/ p Cent	5. 12. 5
	To 1 p M. Shoos	00. 10. 0
	To 1 p M. Double thread Hose	0. 9. 10
	To Cash Cent to pay for hh ^d rum	8. 5. 0
	To Discount with Dennis Daley 50 ^{lb} Sugar	0. 8. 0
	To 2 Barrells Beef	5. 0. 0
	To Cash p ^d Hugh Allen for Turtle	0. 18. 9
	To 100 ^{lb} Cod Fish	0. 9. 0
	To 3 Pistoles p ^d Mireer p Order	4. 4. 0
	To 11 hh ^{ds} Rum q ^t 1220 Gal. 18 ^d p 28/ each hh ^d	106. 18. 0
	To 1 Beer Cask D ^o q ^t 62 Gal @ 18 ^d p & Cask 12/	5. 11. 0
	To 2 hh ^{ds} 3 barrels Lime juice q ^t 321 Gal ^s , 12 ^d p & 20/ Each hh ^d	18. 17. 9
	To 204 piemento 7 ^d 1/2 p & Cask 3/	6. 60. 6
	To 122 Indigo @ 3/6 p	21. 7. 0
	To Cash p ^d y ^r waiter his fee	1. 8. 0
	To D ^o p ^d y ^r Secretary his D ^o	0. 15. 6
	To Cooperidge for Triming water cask	1. 0. 0
	To John Moon for 1 Rum hh ^d	1. 8. 0
	To George Moody by Discount	0. 17. 3
	To y ^e Order in favor John Fulder	0. 19. 1 1/2
	To y ^e D ^o in favour John Mulkere	2. 6. 10 1/2
	To Discount with Geo. Skerrell Jun ^r	0. 5. 7 1/2
	To Cash p ^d y ^r Collector his fees & Duties p his account	15. 9. 11 1/2
	To Mary Houghton	0. 6. 0
	To Will ^m White Gunner for his powder money & permit	0. 5. 6
	To Richard Mircir by Discount	2. 5. 10 1/2
	To Hillan McMahon by D ^o	1. 19. 6

(To be continued.)

RECORDS OF THE VICE-ADMIRALTY COURT AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE REVOLUTION AND THE WAR OF 1812.

(Continued from Vol. XLV, page 184.)

JEANIE, snow, a recapture. Kennedy Deane Midshipman on Board His Majesty's Ship Assurance being duly Sworn Deposeth that on or about the tenth day of September last, being about fifteen Leagues to the Southward & Westward of Cape Sables they fell in with a Snow which they gave chase to and took her and found she was in the possession of the Rebels and that she had been taken by a Rebel Privateer called the Porgas one Armstrong Commander, that the Prize master informed the Deponant they were Bound to Boston with Her, after exchanging Hands Captain Swiney ordered the Snow for this Port, that the same evening it being dark & Foggy and Blowing very Hard they fell in with the Rock called the Gannet Rock to the northward of Cape Sable, that the Amagins [*sic*-probably "he imagines"] they were forced to the Northward by the strong flood Tide then running into the Bay of Funday which Mr Pitts the Prize Master was unacquainted with & had no pilate, that they got out a Kedge anchor (the others being too heavy for the people to get over the Bows), the Kedge brought Her up, that after she was brought up they got out a Deep Sea Line and Sent the Boat a Shore with all the Hands but two made the line fast to a hauser and halled it Shore and made it fast a Roack and Sent the Hands on Board again & Rowseed the Hauser taught which moored Her, where lay safe between Two of the Tusket Islands, that they lay there Two days till the Weather Cleared up, that the third morning she

got under way but before they got under way she got one of the anchors of the Bows, that going thro the Passage of the Tuskets Island the wind died away and the Tides took her upon the Bow and forced her Shore before they had time to let the anchor go the tide running 6 or 8 nots, that four schooners which were outside the Islands, came in to them But having no Boats sufficient to carry out an anchor the Snow's boat being thrown over Board in a Gale of Wind before the Assurance took her, and being no wind when she floated, they got a hauser a Shore & made to a Rock, that about Twelve oClk at night she fell upon a C and about six in the morning she found the Hole half full of water, threw the Lee Guns overboard and Hawled one of the Schooners a long Side and Loaded her with 73 Barrels Tarpendine what provisions that could be saved and some sails, Mr Pitts went with them to Yarmouth & Delivered them to the care of Mr Barnard, that the Depo-nant was left with the Rest of the men to Load the other Schooners which he did one Fifty five Barrels and the other with Fifty and sent them to Yarmouth and Two other Schooners came, that he loaded one of them with 51 Barrels and sent to Yarmouth and a Fifth schr. they put Eighty Barrels on Board, and then hauled another Schooner along Side and had got in Six Barrels a Trysail & Maintopsail of the Snow's, that while they were loading this last schooner Two Rebel Privateer Shallops came with Twenty-five men each arm'd, that they took Mr Pitts coming down from Town with Flour in a Schooner, the Schooner with Trysail &c. got away But that they took four or five of those Schooners that had been employed in saving the cargo of the Snow, and also took possession of her & took out all the remaining cargo and then set her afire, that they then went to Yarmouth and took several other small vessels and Shallops with Six Barrels Turpendine that was on the Wharf, that they said they were going to carry it to Salem—that Mr Pitts and four men are at Yarmouth taking care of the Terpendine &c. saved being Two Hundred & Thirty Two Barrels."

"Samuel Midshipman on Board the Assurance being duly sworn and hearing the evidence of Kennedy Deane

read to him confirms the same, & further Deposeth that about a week after M^r Kennedy left the Deponant, a Rebel Privateer Schooner, 8 Guns commanded by one Jese Obrien from New England came to Yarmouth and took all the Terpentine that was left and sent it New England and there is now not any part of the cargo of the Snow Janie or of her materials remaining to this Deponants knowledge, that he came here a prisoner on Parole."

JOSEPH, ship, a recapture. Recaptured by armed vessels Howe and Buckram, June 3d, 1679, between Monhegan and Damascotti, all on board escaping in a boat. "Halifax, July 6th, 1779. George Davis late seaman belonging to the Ship *Joseph* Libelled in this court by Jones Fawson and Arch. Allardice being duly sworn on the Holy Evangelists of Almighty God deposeth that he was born in Wareham about eight miles from Pool in Great Britain, that he shipped himself on Board said ship at Newfoundland in Trinity Harbour by signing a contract with John Jenkins the master to proceed on a voyage from thence to St. John, & to Cadiz where they lay all winter, thence to Newfoundland, that she was loaded with salt & three small Casks of Wine for the Owners, that on their Passage to Newfoundland they fell in with a ship called the Black Prince on or about the 12th day of May last which Chased them about two hours came up with & took them about 9 o'clock at night, the Privateer ship carried 18 Guns & about 45 men then on Board, that she belonged to Salem, New England, commanded by one West, & had taken about Eleven Prizes, that after shifting hands they made the best of their way for Portsmouth, that Captain Jenkins was sent to Boston, & put on Board the Guard Ship, that the Deponent made his Escape in a Boat with some other Europeans, that he has been on Board the ship *Joseph* since he came here, & knows her to be the same ship . . . and further deposeth that there are three owners all living in Pool in Great Britain, their names Jeffreys, Randle and Street."

JOSEPH, sloop, Isaac Green Heason, master, of Newbury. Cargo: a few boxes of Spermaceti Candles, Shook Hogs-

head Staves, &c. Captured on or about Nov. 16th 1776, off Seguire Island near Kennebeck, by H. M. S. Juno.

JUNO, brigantine, William Keith, master, bound for Philadelphia, carrying 24 hogsheads Salt Petre, 12 barrels Sulphur and 20 barrels gunpowder, captured February 28th 1776, near the Cape of Delaware, by H. M. S. King Fisher, and taken into Hampton Road. The gunpowder was put on board the Roebuck, the sulphur and Salt Petre was brought to Halifax.

JUNO, sloop, owned in Old York, New England, by Joseph Harris and Col. Dannel, bound from Old York to Santa Cruse, cargo: lumber, captured about April 30th 1777, being on the south eastern part of Georges Banks, by H. M. S. Diamond. Francis Lewis, seaman on the *Juno*, made deposition.

KITTY, brig^t, John Palmer, master, entered Le Have flying signal of distress, being much battered, sent a boat ashore with four men, who were taken prisoners by the Le Have people, who later went on board the brig and found she had already been surrendered to one Thomas Harrington and others. Later the Militia of Lunenburg took possession and had the *Kitty* taken to Lunenburg with some difficulty. Owing to the disabled condition of the brig, she was ordered to be sold at Lunenburg. Date of libel Mar. 18, 1780.

LADY GAGE, ship, captured March 27th or 28th, 1776, by H. M. S. Asia and a boat from the Phoenix in the river Amboy the cargo all discharged, and no papers or persons on board but the mate. James Downie being sworn says the ship belonged to the Franklins in New York and two gentlemen in London.

LARK and BETSEY, schrs., libel filed July 8th, 1782, evidence sent from Penobscott as on file, claims of Richard Meagher filed. Record of this case left unfinished.*

* It may be that all these cases of "evidence taken as on file" refer to prizes taken into Penobscot, which might account for the meagre record at Halifax.

LE LEVRIER, schr., Elicane (or Etienne) Morin, master, Boston to Cape Francois, two six pound guns, thirty-five men including officers, captured previous to July 13th, 1782, near George's Banks, by H. M. Frigates Perseverance and Ceres.

LIBERTY, brigantine, captured by H. M. S. Cerberus. Papers exhibited and filed in court by H. M. Advocate General August 2d, 1777, were: "*Liberty's* Clearance from New Haven to Martinico & her Permit to Pass Fort Trumbull, which Papers and the Oath of Jno. Townsend taken before Henry Barry D. Judge Advocate proving them to be found on Board as also the Oath of Samuel Thomson proving the capture of said Brig."

LITTLE JOE, schr., Giles Latham, master, libelled Feby. 15th, 1780, captured by the Privateer schooner Lucy.

LITTLE TOM, schr., Richard Adams, master, owned in Newbury, cargo: boards and shingles, captured June 3d, 1779, off Damascotti on the coast of New England, by armed sloop Howe and schooner Buckram. Richard Adams, master of the schr., made deposition.

LIVELY, schr., of Salem, David Ropes, commander, 13 swivel guns, 16 men, a commission from the Congress, captured Nov. 10th, 1778, off Jeddore, N. S., after being chased about 2 1-2 hours by the armed Sloop Howe.

LIVELY, ship, Letter of Marque, Nathaniel Goodwin, master. Captured by H. M. S. Pandora. Libel filed April 18th, 1782. "Evidence of John Little, master's mate on board the ship Pandora, and that of Nathaniel Goodwin taken as on file."

LIVELY, sloop, John Augustus Dunn, master, 8 carriage guns, two and three pounders, deserted by her people on the approach of the captors. Captured May 8th, 1782, in Annapolis Basin, by the armed schooner Buckram.

LIVELY, snow, a recapture. "Jno Carter master of the Snow *Lively* being duly sworn deposes that on their

passage from this place to Bristol on the 30th of August last they were Chased, fired at and taken by a Rebel Privateer the *Lee* Commanded by one Jno. Skinner, being then in the Latitude 47. 42. W. Long. 45° 49" W. that afterwards on or about the 23d of September following being then about 15 Leagues off Boston, they fell in with Captain Fieldings Tender called the *Buckram*, who retook the said *Snow Lively* & brought her safe into this Port of Halifax where she now is."

LOCKART ROSS, ship, John Cobb, master, a recapture. On a voyage from Quebec to Placentia in Newfoundland, captured by two French war ships July 20th, 1781, and was being taken to Boston. The next day the *Danae* and *Surprise* recaptured the ship and sent her to Halifax.

LORD DUNGANNON, brigantine, a recapture. "Charles Kirby, master of the Brig the *Lord Dungannon* being duly sworn deposes that on his Passage from Cork to Antigua in the Lat. 17. 10. Long. 60. 30. on the 5 of March last they fell in with two American privateers called the *Cumberland* and *Fanny*, the *Cumberland* was a 20 Gun ship, & had upwards of a Hundred men, the other 16 Guns, 80 or 90 men, that they Chased him about four Hours when the Privateers came up with & Boarded the said Brig, took out all the men, except the Deponant & a Boy, & then put on Board a Prize Master and 8 men, & gave the Prize Master orders to make the best of his way for any Port near Boston, New England, that on the 6^h of April Inst. being in the Latitude 42° 12. Long 67, they fell in with the *Blond Man of War* who retook the said Brig & brought her into this Port of Halifax, that the Privateers people took out Sundry articles of the Cargo while the said Brig was in their possession."

LOVELY LASS, schr., Abram Toppan, master, Newbury, to some of the French West India Islands, cargo : fish and Lumber, captured October 8th, 1777, 70 leagues to the eastward of Cape Ann, by H. M. S. *Flora*.

LUCY, brigantine, a recapture. "Nicholas Watson, master of the Brigantine called the *Lucy* being duly

Sworne Deposeth that he was Bound from Cork to Quebec with Provisions for the use of his Majestys Forces there, that on the 19th May last being off of the Island of St. Peters they fell in with a Rebel Privateer Sloop called the Providence, one George Pitcher Commander, having 14 Carriage Guns, 14 Swivels, and about 130 men from Providence, that the said Privateer Engaged the Brig *Lucy* about 5 Hours in which time the Deponant had 3 men wounded, & the Rigging & Sails of the Brig so much Damaged he was obliged to give up the said Brig to the Rebels who Boarded and took Possession of her & then Shaped their course for Boston, that on the 5th June Inst. being about 12 Leagues from Cape Cod they fell in with the Orpheus, Amazon, & Juno, men of war, who Retook the said Brigantine & sent her under this Deponants Care into the Port of Halifax, where she now is."

LUCY, schr., one Holmes, master. Dartmouth to Plymouth in ballast, owned by Alexander Watson of Plymouth, captured about June 20th, 1780, off Cape Cod, by the Letter of Marque schooner *Lucy* of Liverpool, to which port the prize was taken.

LUCY, schr., Seth Smith, master, Plymouth to Cape Francis, cargo: fish and lumber, captured December 16th, 1778, off St. George's Banks, by the Armed Sloop York.

LUCY, schr., Nathaniel Thare, master, South Carolina to Boston, cargo: rice, captured October 12th, 1777, 32 Leagues from Cape Sable, by H. M. S. Scarborough and Lark. The *Lucy* was owned in Boston by one Job Prince.

LUCY, sloop, loaded with cordwood and lumber, captured August 28th 1777, off Seguin Island, by H. M. S. Rainbow's tender the Spitfire. The master and people were put on shore.

LYDIA, brigantine, understood to be owned in Salem, Joshua Grafton, master, "from Hispaniola, Capt. Nichola Mold, Bound to Salem in New England," cargo: molasses,

coffee, brandy, canvas, etc., 4 three pounder guns and 8 swivel guns, about 12 stands of arms, captured April 6th, 1778, off George's Banks to the southward, by H. M. S. Diamond.

LYDIA, schr., loaded with staves and fish, bound for the West Indies, captured seven leagues from Cape Ann, previous to June 24th, 1776, (date of libel) by H. M. S. Lively, Milford and Hope.

LYDIA [OR LADY], schr., loaded with lumber, outward bound, captured in Nantasket Road previous to June 27th, (date of libel) by H. M. S. Renown.

LYON, brigantine, Henry Potbury, master, a recapture. Libel Sept. 21st 1780, "Henry Potbury master of the Brigantine Lyon being examined, declares that he got over Aveiro Bar the 16th July last Bound for Trepassey in Newfoundland, Loaded with Fifty tons of Salt and thereabouts, & some Brandy, Wine & Oil, that on the 3^d day of Aug. being Lat. 44° 30" long. 35°, 30" they fell in with a ship which chased them about 2 Hours, that they came up with the Declarent & Brought them too, that she proved to be a ship from Salem a Letter of Marque, that they took possession of the Brig Lyon & Exchanged hands, and then ordered the Brig to Salem, that on or about the 25th day of August last, being then off Cape Sable, they fell in with the Schooner Halifax Rover, Thomas Freeman, Commander, who retook the Brig Lyon, carried her into Annapolis in this province where she remains, that the papers No. 1, 2, 3, 5 & 6 did belong to the Brig Lyon when he was Master, No. 4 he believes is a copy of the Ships Commission that took him."

LYON, Schr., Moses Barlow, master, bound to Long Island, cargo: Arms, powder, sulphur, flints, steel, salt and molasses, captured May 1st, 1776, twenty leagues to the eastward of Long Island by H. M. S. Cerberus.

LYON, ship, William Tuck, master, a former British ship called the George, captured off Newfoundland three

years previously, by the American privateer *Ranger*, taken into *Beverly*, purchased by the Cabots of that place altered and fitted out as a mast ship, and was a letter of Marque carrying 20 guns, 14 nine pounders, 4 sixes and 2 twelves, and had 50 men. Sailed from Salem, early in May, 1782, loaded with masts and naval stores, in company with others, for *Hispanola*, captured May 6th, 1782, off Cape Ann, by H. M. S. *Blonde*. Benjamin Flemming, of the *Lyon*, and other Americans, made depositions.

McPHERSON, brigantine, Benjamin Rogers, master Newbury to Suranam, cargo: lumber and fish, captured June 21st, 1777, on the coast of New England, by H. M. S. *Scarborough*.

MARGARET CHRISTIANA, ship, a recapture. "David Anderson, Super Cargo of the Ship *Margaret Christiana*, Benj. Cole late master being duly sworne deposeth that in his passage from London to Quebec on the 9th day of July Inst. being off of St. Mary's, Newfoundland, they fell in with a Privateer Ship about 4 o'clock in the morning, which Chaced them about four Hours when the Privateer came up with them, that the Privateer Hoisted American Colours & fired at the Ship *Margaret Christiana*, that the Privateer being a Ship of 20 Guns, six pounders, and having 120 men they were obliged to strike to the Privateer, that they then boarded them, that she proved to be a Rebel Privateer Ship called the *Essex*, from Boston or Salem, Commanded by one John Cathcart, who put two Prize Masters on Board with 10 or 12 Hands, and ordered her to Boston, Beverly or Salem, that they took out Captain Cole, his mate and all his Hands except four, that before they parted, two boats were employed by the Privateers people in Carrying Provisions and Goods from the Ship *Christiana* to the Rebel Privateer, that they carried off barrels of Beef, Flour, Porter, some Trunks and Boxes of Merchandise &c., but what quantity can't say as it was done in a great hurry & Confusion, that the next day the said Privateer fell in with them again, & took out other articles, that after this as they were proceeding with the Ship for Beverly, Boston or Salem, they fell in

with His Majesty's Ship the *Surprize*, who retook the ship *Margaret Christiana*, on the 14th July last, [1780] & brought her into the port of Halifax, where she arrived on the 24th July last, that the four hands left with the deponant by the Rebels were pressed into His Majesty's service after the ship's arrival in Halifax."

MARIA, sloop, a recapture, Sept. 28th, 1781. Evidences taken at Penobscot, Fort George, filed.

MARQUIS OF KILDARE, brig, 1777. "Registers Office May 7th. Deposition of John Anson Atkinson, taken as on file, Jonathan Pason, a Passenger on Board the Brigantine Kildare being duly Sworne confirms the Deposition of John Anson Atkinson, & further says that the cargo of Brig was owned by Jonathan Jones & Company of New England, & the Brig was chartered by them for the voyage mentioned in Atkinson's Deposition, & that she was taken on the Shoals of Georges Banks on or about the 24 day of April last by the *Hearlem*."

MARY, brigantine, 100 tons burthen and upwards, loaded with rum, bound for New York, captured near New York some time in March, 1776, by H. M. S. *Phenix'* tender. The master of the brigantine deserted her and went ashore on Long Island.

MARY, schr., George Todd, master, libel, Aug. 7th, 1781, evidences, etc., taken at Annapolis, N. S., filed. Captured by the Letter of Marque schooner *Adventure*.

MARY, sloop, Salem to Casco Bay, cargo: apples and cider, captured in October, 1780, near Cape Elizabeth, by schooner *Halifax Adventure*, a privateer.

MEAD, brigantine, Thomas Archdeacon, master, a recapture. The armed vessels *Howe*, *Buckram* and *Snake* on June 14th 1779, gave chase in Chebucto Bay to a Privateer Brig, which had captured the *Mead*, but finding the Privateer outsail them, they bore away for the Prize, which they boarded, found the Rebels had deserted her, and the wind being high, she ran ashore in Halibut Bay,

and was wrecked. Cargo was salvaged. The privateer put Capt. and hands of the Mead ashore at Prospect.

MERCURY AND FORTUNE, sloops. Libel. Oct. 10th 1780. Captured by H. M. Ships, Blond, Albany, Nautilus, North and brig Hope.

MINERVA, brigantine, John Bolton, master, a recapture Oct. 2d, 1781. "John Seagrove Gunner of the Sloop of War General Monk, being duly Sworn Depose, that they fell in with the Brig off of Cape Elizabeth near Casco Bay, on or about the 17th September, last, that they chased about three Hours, came up with and took her, and found she was in Possession of the Rebels, with a Rebel Prize Master, that they found no papers on Board except some, that was in the possession of an Officer that was on Board the Brig, that after they had exchanged Hands, the brig was ordered for Penobscott, Fort George, that she was loaded with Tobacco and called the *Minerva*, that she is about one hundred tons." The *Minerva* was afterwards taken to Annapolis, N. S.

MINERVA, brigantine, one Gaspar, master, a recapture, London to Quebec, loaded with wine, porter and ball goods, sugar and iron, taken near Newfoundland by a rebel privateer brig called the Cato, who took out the Captain and all hands except a Portugese seaman, and shaped her course for Salem. Recaptured in Boston Bay three weeks later by H. M. S. Orpheus. Date of libel, Aug. 14th 1781.

MOLLY, schr., loaded with corn and oats, bound to Santé Cruise, captured near Philadelphia, May 24th 1776, by H. M. S. Mercury. The rudder of the schooner gave way, and they took the cargo out of her and brought the same to Halifax.

MONTGOMERY, ship, Rundeu, master, Boston to Martinico, cargo: lumber, chiefly, captured the beginning of September, 1777, in sight of Boston Harbour by H. M. S. Diamond. The master and most of the men were French. "Captain Fielding put a Prize Master and Hands on

Board & sent the Ship *Montgomery* with all her papers to Rhode Island." John LeGar, a passenger on the *Montgomery*, made deposition that he understood Captain Rundeau had given 18 six pounders in part payment for his cargo in Boston. The Captain was asked if he would claim the ship *Montgomery* but said he had no money to pay the charges, and the ship and cargo were condemned.

MORNING STAR, brigantine. Several depositions referred to "as on file," but not recorded. Sept. 26th, 1777. "Rich^d. Gibbons Esq. Proctor Exhibited the claims of Charles Hill in behalf of the owners which was read as on file, & order made thereon. The Advocate General moved that the Claimant should produce some proof to the Court that the owners were in Obedience to the King & under his protection. The Proctor for the Claimant moved the Court the Brigantine *Morning Star* might be taken into the Custody of the Marshall of this Court, alledging that she had been robbed of sundry of her rigging & Furniture. Ordered that the Marshall of this Court do take the said Brigantine into his Custody, & her safe keep untill she shall be either Condemned or ordered to be restored to the said Claimant for the Owners by the definite sentence of this Court in the premises. Court adjourned to the 1 of October at Eleven o'clock A. M. Oct. 1. Court opened by making proclamation as usual. Warrant of survey and return thereon read, the Advocate General moved for a Decree, which was pronounced as on file, whereby the Brigantine *Morning Star* was ordered to be restored and delivered up to Charles Hill the Claimant (on his paying an Eighth & Charges) also another decree whereby the Cargo of said Brig was condemned as Lawful Prize to the Captors." H. M. S. Diamond captured the *Morning Star*.

NANCY, brigantine, Peter Joliff, master, a recapture, bound from Carbonear in Newfoundland for Lisbon, with dry cod fish, captured the second day out, July 20th, 1782, by an American privateer ship, the Junius Brutus, and ordered for Salem, recaptured August 6th in Lat. 44° 12" by the Frigate Cyclops, and brought to Halifax.

NANCY, schr., Edw. Freeman, master, owned in Boston by Samuel Paine Somes & Wales, South Carolina to Boston, cargo: rice, indigo and deer skins, captured March 1st, 1778, within George's Banks, by H. M. S. Orpheus.

NANCY, armed schr. George Leach, master. Six survels mounted on carriages. Captured previous to March 27th 1781, to the eastward of Halifax, by the tender to H. M. S. Albany.

NANCY, sloop, John Humphrey, master. Evidence brought from Liverpool. The *Nancy* was condemned.

NANCY, sloop, a recapture. Casco Bay to Boston, cargo: lumber, captured Sept. 6th, 1781, near Cape Porpoise; by the Armed Sloop Howe and Schooner Buckram. The people on board deserted before the captors came up.

NATHANIEL, brigantine, James Ferry, master, a recapture. "John Bennat, mate of the Brigantine Nathaniel being duly sworn deposes as follows, viz: that he shipp'd on Board the said Brig at London the 17th day of March last, bound on a voyage from thence to Quebec, that they lost their convoy and met with repeated Heavy Gales of wind which obliged them to Bear away for Halifax as did all the Fleet, that on or about the 30th of October being off Halifax Light House they fell in with a schooner, & it being almost calm they rowed up under the Brig's stern and Haled the Brig & asked where they were from, that they ans^d from Portsmouth, that the Brig then Hailed the schooner & the Schooner answered from Halifax & had an English Jack at masthead at the same time, that while the schooner lay on the Brig's starboard quarter, they kept up such a constant fire with small arms from the Schooner, that the People of the Brig could not keep the Deck, not having it in their power to bring one of the Brig's guns to bear on the Schooner, that they boarded the Brig and took Possession of the Brig, that the schooner had six carriage guns, 4 swivels, & between 20 & 30 men, that they exchanged Hands, put a Prize Master on Board, & ordered her to Boston, that on the

first of November being off of Cape Sable they fell in with the Savage Sloop of War Thomas Graves, Esq., Commander, who retook the said Brig and Brought her safe into this Port where she now remains Loaded with Beef, Pork, Flour & Pease."

NECESSITY, brigantine. "Thomas Ozard Midshipman on Board His Majesty's Sloop of War the Vulture, being duly sworne deposeth that being at Passamaquoddy some time in the Month of October last they took a Brigantine loaded with Lumber Bound to Bermudas, that the Cap. of the Brig told the deponant he had been taken by the Rebels and Carried into Maderias where the Vessel was Cleared out & sent to Passamaquoddy for a load of Lumber that Capt. Teatus ordered the Deponant to take possession of said Brig & follow the Ship to St. John's, that the said Brig is a Bermudian Built Vessel, that there was no papers on Board."

NEPTUNE, schr., loaded with lemons and bale goods, bound in to Philadelphia, captured off the mouth of Delaware River, about June 3d, 1776, by H. M. S. Liverpool.

NEPTUNE, snow, Nathaniel Swaney, master, Bilboa to Newbury, cargo, fruit, iron and salt, captured in March, 1778, by H. M. S. Rainbow's tender. The owners of the snow lived one in Boston and one in Newbury, the Captain belonged to Marblehead, 4 besides the master were English and 10 Spaniards. John Young 15 years of age, of the *Neptune*, made deposition.

NEW YORK PACKET. Cause dated May 11th, 1776, relates to two hundred and ninety-one bars of iron found in the New York Packet, which iron was condemned as lawful prize to the captors thereof, H. M. S. the Tamar.

OLIVE, schr., John Bulkeley, master, fitted out from Connecticut River, loaded with salt, captured about March 13^t, 1777, by H. M. S. Amazon.

OLIVE, sloop, William Nicholson, master, libel filed Apl. 17th, 1779, evidence as taken at Annapolis, N. S., read, captured by schooner Liverpool, Letter of Marque.

OLIVE, sloop, Manor Wilbur, master, captured April 20th, 1777, by Mr. Knight in the Armed Sloop Hearlem. The *Olive* was owned in Dartmouth, New England. Wilbur made deposition, from which above information is taken, and in it he refers to deposition of John Anson Atkinson (which is not recorded) as being true as relates to the said sloop.

OTTER, brigantine, Edward Smith, jr., master, Salem to Guadaloupe, cargo: fish and lumber, owned by Joseph Lambert of Salem, about 120 tons, no guns, nine men, libelled by the private ship of war Lord Cornwallis, Nov. 28th, 1781. Captured in Boston Bay.

PACO BOB, schr., Solomon Coit, master, libel filed June 24th, 1782, by H. M. Sloop of War the Albany. Claim of Alexander Brymer filed July 18th. "Mr. Gibbons Proctor for Alexander Brymer exhibited Letters and papers from Mr. Brymer's Attorney at Penobscott, which were read as on file. Mr. Gibbons then moved the Court that as the schooner Saco Bob (by the Evidence produced in the course of the trial) had been clearly prov'd to be the property of Alexander Brymer Esquire, and that she was the Identical Vessel for which he had obtained a Commission out of this Court, by the name of the Halifax Bob, that the Captor's should by Decree of this Court be made to account with him the said Alexander Brymer for the said Vessel agreeable to an Estimation made at Penobscott being One Hundred and ninety pounds by persons nominated by the parties for that purpose, deducting, only the eighth to be allowed them agreeable to act of Parliament." Decree was pronounced in accordance.

PATTY, sloop, loaded with wood and bark, captured July 5th, 1780, off Sheepscutt River by the Mermaid, tender to the Albany, the crew all escaping in boats. De-

ponant states he had seen the *Patty* before, that she belonged to Townsend, owned by one David Rudd. She was carried into Penobscott, Fort George.

PEACOCK, schr., Salem to Newburyport, cargo: salt and ash timber, captured September 6th 1781, off Cape Porpois, by the Sloop Horne and Schooner Buckram, and taken to Penobscott, Fort George.

PEGGY, schr., Ray, master, Nothing on board but some green fish, a hogshead of salt and fishing craft, captured July 23d, 1779, near Cranberry Island, off Goldsborough River, by the schooner Rachael.

POLLY, brig, a recapture, Sept. 10th, 1778. "Benjamin Stone being Duly Sworne Deposeth, that he was at Harbour Briton, the latter end of August last, when a Privateer Sloop call'd the Bodin, Mounting 10 Carriage Guns, & Had about 30 men, commanded by one Thomas Stevens, came in there & cut out the Brig *Polly*, Captⁿ. Newman, and mann'd her with 6 Rebels & a Prize Master and the Deponant, and Order'd them to make ye best of their way for Salem in New England, that afterwards on or about the latter end of August last, being then off Cape Lee Have they were chased by the Buckram, Letter of Marque who retoook them and sent the said Brig into this Harbour, that she is loaded Principally with Fish, Oil and Salt, which the Rebels plundered from the Stores on Shore, that when the Rebel Privateer came into Harbour Briton, there was no Person on Board the Brig except the Master, the Hands having all Deserted the Day before."

POLLY, letter of marque ship, Joseph Forster, Master, 14 guns, 35 men, Cape Ann to Guadaloupe, Cargo: fish and lumber, captured July 4th, 1782, near George's Banks, by H. M. Frigate Ceres. Joseph Forster, captain of the *Polly* confirmed the evidence given by the Prize Master.

POLLY, schr., John Carrol, master, Charlestown, S. C., to Boston, cargo: rice, indigo, rum and sugar, captured

Sept. 18th, 1778, off Nantucket Shoals, by H. M. Sloop of War, the Dispatch.

POLLY, schr., John Dyer, master, understood to be owned in Falmouth, bound to the West Indies, cargo: lumber, captured March 13th, 1778, off Falmouth, by H. M. S. Rainbow's tender.

POLLY, schr., Peter Hinds, master, captured Jan. 27th, 1781, off Owls Head, by armed schooner David, one Marblehead man and three men from Penobscott on board, one David Dayly put on board as Prize Master, and three other hands from the David, and orders given to beat into the harbour called George's Island Harbour and lay there until the gale then blowing was over. The Polly was by accident cast away and totally lost on George's Island, with the exception of her sails and anchors, which were saved and carried into Penobscott.

POLLY, schr., Ignatius Webber, master, Farro or Ferro in Portugal, standing in for Boston, the captain told the captors he was bound for Halifax, cargo: salt, captured May 10th 1778, between George's Banks and Cape Anne, by H. M. S. Rainbow. Samuel Pierson, a passenger on the *Polly*, made deposition.

POLLY, schr., cleared from Georgetown, South Carolina, April 28th, 1777, cargo: rice, pitch and turpentine, chased into Port Rosaway by H. M. S. Mermaid, where the master and men deserted her, and the Mermaid's people took possession on May 24th, 1777.

POLLY, schr., of Newburyport, captured July 19th, 1777, westward of Halifax lighthouse, bound for St. Peters, by armed Brig Victor.

POLLY, ship, John Leighton, master, a recapture. The *Polly* in possession of the Americans, was from Boston to Saco, John Leighton, master, had ten carriage guns which were thrown overboard, no papers found on board, captured near the end of September, 1781, in Boston Bay, H. M. S. Chatham.

POLLY, sloop, Charles Callaghan, master, owned in Boston by Jonathan Davis and others, from St. Eustatia to Casco Bay, cargo : molasses, rum and salt, captured about April 1st, 1777, on Georges Banks, by H. M. S. Diamond and Greyhound. Benjamin Randall, seaman on board the *Polly*, made deposition.

POLLY, sloop, libel filed July 13th, 1782, by the Armed Schooner Dispatch, evidence brought from Liverpool, N. S.

POMPEY, sloop, libel filed Nov. 27th 1782, on behalf of Joseph Barss, master of the Schooner Dreadnaught. Evidence and papers sent up by Registrar at Liverpool.

POOLE, brigantine, William Whitecomb, master, a recapture. From Poole to Newfoundland, and from thence to Lisbon with a cargo of fish, taken Sept. 11th, 1781, by the American Privateer ship called the Franklin, and were steered for Boston, recaptured Oct. 12, in Boston Bay, by H. M. S. Assurance, William Stanley, seaman on the Poole, made deposition, and stated the Americans took a new towline, one barrel of pork, and 10 gallons of rum, and cut up an old mainsail and a new mainsail, and the master of the Assurance took a hanging Compass and some small cordage, that the master was kept on the privateer and took all his papers with him.

PRINCESS ROYAL, recapture. "George Davis, being duly sworn deposes that he is a mariner on board the ship called the *Princess Royal*, that on or about the 10th of July last [1776] off the Island of Bermuda they were chased by an armed schooner, called the *Sturdy Beggar*, fitted out by some of the Colonies now in Rebellion, that the said schooner fired at and hailed the said ship *Princess Royal*, and ordered them to hoist out their boat and go aboard the said schooner, that Archibald Duffy, the captain of said ship *Princess Royal* told them he could not hoist out his Boat, as it was lumbered up, they in the Armed Schooner then hoisted out their own boat and came aboard with Twelve men all armed, took Possession of the ship, and took out the Master, Boatswain, 2 mates, 5 Fore-

mast men, a black man Passenger, & a Prentice Boy and then shaped their course for New England, that on the 25th of July last, Captain John Burr, Esq., Commander of his Majesty's ship the *Milford*, gave chase to the Ship *Princess Royal* [within about 3 Leagues of Cape Ann, & retook her within about 3 miles of Newbury, & brought the said ship *Princess Royal*] into this Port of Halifax, and that said ship and Cargo is owned by persons residing in England & some of them in Jamaica."

PROVIDENCE, sloop, loaded with lime and cord wood, captured Nov. 18th 1776, while trying to enter a harbour called Herring Gut, by a boat from H. M. S. Albany. When the boat was approaching all hands on board the sloop deserted, and no papers were found by the captors.

RACE HORSE, sloop, Clifford Byrne, master, Cape Francois to Salem, cargo: molasses, captured Sept. 4th, 1780, off Cape Cod, by H. M. Ships Delaware, Delight, Bonetta and the Armed Sloop Howe.

RAMBLER, schr., Benjamin Fuller, master, two six pounders, one three pounder, one two pounder and four swivels, 30 men, owned in Newbury, were on a cruize from there, captured while ashore in St. Margaret's Bay, near Halifax, about July 20th, 1781, by the brigantine Lady Hammond, tender to H. M. S. Charlestown. While they were trying to get the schooner off, the people of her in the bushes ashore fired on the captors and killed one and wounded another. The captors then went ashore and scattered them, capturing one named Robert Kelley, who made deposition and stated they had taken six shallops, two belonging to the Frenchmen to the Eastward, and sent them to Newbury.

RANGER, schr. one McGra or McCra, master. "John McGra being duly sworne deposeth that on the 14th day of March, inst about sun sett, he arrived in the Harbour of Halifax at Fairbank's wharf, that he was Hailed by the Albany to come alongside, but that he did not understand them, then went into the said wharf, that an officer came

from the Albany and threatened the Deponant, and told him he had done for himself because he did not obey the orders in coming under the man of war's stern, that the deponant told the officer he did not understand them, the Deponant thought they asked where they came from, and that was the reason he answered from Falmouth & did not go under the stern of the ship, that the officer staid on board the schooner *Ranger* about 3 minutes, & returned to the Albany, that he left no person on Board the schooner."

In answer to a question the Captain stated he had loaded at Boston, proceeded to Piscataqua, and then came to Halifax. The *Ranger* was seized by a Custom House officer, and there was some dispute as to whether or no the Albany had made the seizure. The schooner was condemned.

RANGER, schr., probably a recapture, by the Sloop Gage, William Callaghan, master, libel dated Nov. 7th, 1778, but record contains no further information.

RECOVERY, brigantine, loaded with molasses, going into River Delaware, captured off the Capes of Philadelphia June 18th, 1776, by H. M. S. Kingfisher.

RESOLUTION, schr., privateer, libel filed March 24th, 1783, on behalf of the Brigantine Shark.

RESOLUTION, privateer schr. of Boston. Abel Gore, commander, two carriage guns, one a two pounder, the other a three, eight swivel guns, two cohorns, and part of two half-barrels of powder, captured previous to May 11th, 1779, seven leagues to the westward of Halifax lighthouse, by H. M. S. Blond.

RESTORATION, ship, a recapture. "Joseph Toye Gunner on Board the Ship *Restoration*, being duly Sworne deposeth that in his Passage from Quebec to Port in said ship they fell in with a Rebel Privateer near the Western Islands, on or about the 19th day of July last, that the Privateer Chased them from 6 in the Morning till 6

o'clock in the Evening, when they Boarded the ship, the Privateer was a 20 Gun Ship fitted out from New London called the Oliver Cromwell Commanded by one Harding, that they took out the Master, mate and all the hands except the deponant and three boys, & put them on Board the Privateer, manned the Ship *Restoration* with a Rebel Crew and Prize Master, & then shaped their Course for Boston, New England, that the beginning of this month September, being by their reckoning about one days sail from Boston, they fell in with the Ambuscade, John McCartney, Esq^r Commander, who retook the said ship *Restoration* and brought her safe into this Port, that the Papers were all taken by the Rebels."

REVENGE, sloop, 11th July, 1777, Reg^r of the sloop Revenge filed by the Advocate General, & proof of its being found on board said sloop taken by Joseph Winniet, Esq., Justice of Peace for the County of Annapolis also filed. This cause entitled "Sir William Burnaby, commander of His Majesty's ship Milford, vs. the Sloop *Revenge* & Cargo."

RICUSET or RECUSETT, schr., Zachariah Murphy, master. Captured early in August, 1778, by H. M. S. Greyhound, Blonde, and Dispatch.

"James Harley being Duly Sworne Deposeth, that he sailed out of Salem, in a Privateer, about two months ago, that they took two Brigs and one Schooner, loaded with Green Fish, that he was put on Board one of these Prizes the Schooner), that about 9 or 10 Days ago, they fell in with a Schooner, near the Isle of Sables, that the Said Schooner Bore down upon them, and asked where they were Bound to, that they answer'd to Salem, that they said they wanted wood and water, and then they ask'd the Prize Master of the Schooner, the Deponant was on Board to let them have a Pilot, to Pilot them into Salem, Newbury, Boston or any Port they could get into, that the Prize Master then sent the Deponant, on Board said Schooner as Pilot, and received a Spaniard in Exchange from ye Aforesaid Schooner, that about three Days after

this, they fell in with three Men of War, who took them, and Brought said Schooner into this Port, that one Zachariah Murphy was Master of her, that she is about 80 Tons Burthen." Zachariah Murphy also made deposition. The schooner is called the "Rosa" in deposition of John Fox, one of the prize crew.

RITTENHOUSE, ship, Ambrose Bartlett, master. Cause dated May 2d, 1776 relates to a sum of money. £2000 in specie and £800 in Sterling Bills of Exchange, the property of Merchants residing in Philadelphia, being the proceeds of a cargo sold at Lisbon, taken from the ship Rittenhouse, Ambrose Bartlett, master, by Captain Stanhope of H. M. S., the Raven. The Rittenhouse was taken off the Cape of Virginia bound from Lisbon to Philadelphia, and was owned by York and Potts of the latter city. Two q^r casks of wine were also taken. The money was condemned as lawful prize to the Captors, but there is no mention of what became of the Rittenhouse.

ROBUSTE, ship, a recapture, Dec. 4th, 1781. "John Flemming Sailing Master of the Ship Lord Cornwallis, being duly Sworn deposeth, that being on a Cruise in Boston Bay, they fell in with a Ship on the 25 November last, which they Chased about two hours, came up with and took, that she was called the Robust and was from Salem bound to the Havannah loaded with Lumber, Fish, Soap, and Tallow, &c., that she is about two Hundred Tons Burthen, 14 Guns & 20 men, that they found no papers on board, that the Ship is now in this Harbour, that the prisoners are all on board the Lord Cornwallis."

"David Black, Seaman, being duely Sworn deposeth that he has seen the Ship Robuste since she came into the Harbour, that he belonged to her when John Noble Esq. of Bristol owned her, that he was gunner of her, that she was a French Snow, and the first Prize brought into Bristol this war, that she was then copper'd by M^r Noble in his own Dock, and made into a Ship, that the Deponant sailed the first voyage in her after she was made into a ship, and knows her well." The cargo was condemned as

prize to the captors, and an eighth of the value of the ship as salvage.

ROYAL BOUNTY, ship, a recapture. "Seth Russel late Seaman on Board the American Privateer called the *Tartar* being duly sworne deposeth that the said Privateer was fitted out from Boston, that one of the Owners names was Macky the other he don't know, that she mounted 24 Carriage Guns & had 180 men, that the masters name was John Grimes, that being on a Cruize off Shetland some time in August last they fell in with the Ship *Royal Bounty* which they took & the next day they took a Brig which belonged to Norway, that they gave this Brig to the Captain of the Ship *Royal Bounty*, that they put the Captain of the ship *Royal Bounty* & all his Hands on Board the Brig except seven, that the Captain of the *Tartar* then gave Orders to the prize Master of the Ship *Royal Bounty* to proceed immediately for Boston, New England; that afterwards sometime in September last being then off of Cape Ann they fell in with the *Diamonds Tender* who retook the said Ship *Royal Bounty* the *Diamond* being then in sight, that the said ship *Royal Bounty* is now in this Harbour."

"Seth Russel being reexamined further deposeth that they took out of the Brig belonging to Norway & put on Board the *Royal Bounty* 800 Calve Skins, that after this they Cruized in Company with the Privateer about 3 weeks, and in about 14 days they took another Norway Brig strip'd her of all her Tackle & Furniture & put the same on Board the *Royal Bounty*, & then Burnt said Brig, that a few days after this they took another Brig Loaded with Lumber and 60 Tons of Iron, that they stripped this Brig also of all her tackle and furniture & put on Board the *Tartar*, & as the Brig was Leaky they scuttled and sunk her, and further Deposeth that before they took the Ship *Royal Bounty* they took a Brig off of Shetland, that he thinks she was loaded with Lumber and Hides, that they took the Hides (but does not know what quantity) as also the Rigging & Furniture & then Burnt her, that these things are on Board the *Royal Bounty*. That they

also took another Brig and took out about 30 Barrels Tar & put the same on Board the *Royal Bounty*, & gave said Brig to the Master of her his name he does not know.

ST. DAVID, a recapture, Dec. 11th, 1781. “ David Cormick being duly Sworn deposeth that he shipped on board the Ship *St. David* at St. John’s, Newfoundland, as Surgeon one William Price then Master of her, that they were bound from that port to Statia or Jamaica, that they left St. Johns in December, 1780, that about the 15th Jan^r 1781 they arrived at Antigua with a Prize they had taken, from that they went to Eustatia, and from thence to Jamaica, where they loaded the Cargo she has now on board, which was ship’d by McLeans and Moare, consisting of Rum, that on the 24th August last they sail’d from Jamaica with convoy for London, that after they had been a month or five weeks out, they met with a heavy gale of wind and parted convoy, that about three weeks after they fell in with a ship call’d the *Shambree*, that she was in a very distress’d Situation being water Log’d, that they got about 80 Men, Women and Children out of her, that the weather came on so bad they could not take any more out, that they left about twenty-five behind, they did not see the ship again, the next day they saw the ship *Lord Howe* go down, some days after this they fell in with the thorn Privateer, which was mann’d with Americans, that the Thorn chas’d them a whole night, came up with and engaged the *St. David* about forty minutes, when the Captain and five men of the *St. David* were Kill’d, and fifteen or sixteen wounded, and the wheel being shot away oblig’d the *St. David* to strike, that the Thorn exchanged hands, took out all the papers and were sending her to Marblehead, that they were a Month all to one day endeavouring for Marblehead, when they fell in with the Brig *Sir Andrew Hammond*, who retook them and brought said ship *St. David* safe into this port.”

To be continued.)

JOURNAL
OF A CRUISE IN 1777 IN THE PRIVATEER
BRIG OLIVER CROMWELL.

The privateer brig Oliver Cromwell, 162 tons, William Cole, commander, was fitted out in Beverly in 1777, and owned by Thomas Lee, George, John and Andrew Cabot, and twelve others residing in Salem and Beverly. She was armed with sixteen carriage guns and carried a crew of hundred men. On her first voyage, a portion of the journal of which is here printed, seven prizes were taken, five of which arrived safely in Beverly while the other two were sold in Bilboa. The following year, during her second cruise, she was commanded by Capt. Thomas Simmonds. Ten prizes were captured, all of which arrived safely at Beverly. During this cruise she was dismasted in a severe storm and otherwise damaged so that she had difficulty in reaching her home port where she was sold at auction in 1780, to John and Andrew Cabot, Nathan Leach, William Bartlett, and others. She was refitted and went into commission in April 1781, with John Bray, commander, and Thomas Brown, 1st Lieutenant. Not long after sailing on this third cruise she was captured and possibly destroyed, for the Vice-Admiralty records at Halifax, Nova Scotia, contain no record of her condemnation before the prize court. Part of her crew were sent home from St. John, N. B. In the following journal, portions of the original, both at the beginning and at the end, are now missing.

. . . one of their Anchors & a Sack of the Fruit: That they dispaired of being able to arrive at America & determined to put into Some French or Spanish Port, had n[ot] we providentially came across the[m] again.

1777, July 30 Thursday. Fair, raw cold wind, & rough Sea. Sent our Boat on Board the Prize, took out

M^r Dixie & one of the Hands ; & Sent M^r Thrash to take y^e Command o[f] her, & carry her into Bilboe, with o[r]-ders Mons^r Gaudoque to Sell the Fruit (if much damaged) & fo[r]ward the Vessell with a Cargo to Salem ; & keep the Cm & [] till we came in there: But [if the] Fruit was fit to proceed [] Vioge, then to leave the C[argo] as aforesaid—& proceed di[rectly] to Salem. P M Saw a [Sail] to windward & halled our Wind for her, but could not come up with her before Dark, & consequently lost Sight of her this Night, however, managed our Courses in best Manner, so as not to loose he[r].

31 Friday. Fair pleasant Weather. At 1/2 past 3 A M Saw the Sail again & gave Chace. At 4 D^o gave her a Gun & brought her too. She was a small Sloop called the 3 Sisters,* about 60 Tuns Burthen, Loaded with Butter, and Sheeps guts; from Cork, bound to Lisbon, out 3 Days. Capt. — Comand^r. Bills of Lading as follows viz. Butter. Sent her into Bilboa by M^r Horton with Orders to Mons^r Guardoque to Sell the Vessell & Cargo if practicable, if not to [] the Cargo & ballast her with [] immediately for Salem to []. At 6 A. M. Saw a Sail & Stood for her came up fired a Gun & brought her too. She was a Sweden Ship.

Aug. 2 Saturday. Fair, light Breezy & smooth Sea. Early A. M. Saw a Sail & stood for her. At 9 d^o came up, judged her to be Capt. Lee of Marblehead, a Privateer Brig, fired 2 Guns to Leward in Token of Friendship. At 10 d^o came up Sent our Small Boat on Board him, to bring him on Board us to Dinner. He came on Board accordingly & informs us that he has taken 9 Prizes Some of which were retaken, some were in Ballast which he gave the Prisoners & 4 he had sent Home Lade[n] with Bale Goods & Provisi[ons]. Agreed to keep Compan[y] with us & Cruize in Consort Several Days. At 6 P. M. Saw a Sail standing for us—at 7 bore away. Soon after hove in Stays for her & came up with her. She was a Dutchman. Kept in Company with our Consort, with whom we Spoke at Dusk.

*She was an old vessel and could not be sold at Bilboa, so was loaded with salt and sent to Beverly.

4 Sabbath. Fair, very pleasant, & small Breezes. Early A M saw a Sail & stood for her; but soon found her to be a Man of War, of 60 or 70 Guns. Out Oars & rowed for Several Hours. Soon dropt her astern. At 6 P M lost sight of Capt. Lee.

4 Monday. Fair, pleasant Weather. At 6 A M a Ship on our Weather Bow, suppos'd to be the Man of War which chased us Yesterday.

5 Tuesday. Fair, moderate and pleasant. At P M Saw a Sail. Discovered her to be a Man of War. At Night lost Sight of Her.

6 Wednesday. Fair pleas^t Weather. Early A M Saw the Man of War in Chace. She continued Chace all Day. At 7 Saw a Sail a Head & at 8 came up & took her. She was a Brig from Cork in Ballast. Gave her to the Prisoners & Sent her away. Soon after saw another Sail and stood for her, came up & took her being a fine Brig from Cork for Lisbon Laden with Butter & Beef. Sent her Home by Capt. Gray. She was formerly an American Privateer called the Montgomery mounting 18 Guns, taken & carried in to Gibraltar, Cap^t Fibby Commander. She had Several Laidys on Board boun[d] to Lisbon, whom we determin'd to take on Board us, & together with all our other Prisoners land them (as they were effectonately desirous of it) on the British Shore.—But at 3 P M saw 2 Brigs, which we bore away for; and not knowing what they might prove to be, ordered Cap^t Gray to keep away from us, on a westward Course Out Oars (being a small Breeze) & rowed towards them. They kept near each other & hove too and formed in a Posture of Battle to receive us. Every Thing being prepared for Battle we advanced—one of them gave Several Sho[t] which we took no Notice of till we came nigh enough to give her 2 Broad Sides—She continuing her Fire. By our well directed Fire She was compelled to strike to us, & earnestly beg of us to desist our Fire on her. Our Cap^t then ordered to bear away for the other Brig; which orders were immediately complied with. We then charged the other with an incessant Fire for almost 3 Glasses. She returned our Fire for some Time with Spirit but being

disanabled wore off. The other which fell a Stern, & notwithstanding she had fairly struck to us; yet seeing her Partners Fire, she worried us with her Bow Chacers, but did us no Damage. But now our Officers began to think of the Man of War which had been in Chace all Day, & was now reasonably expected to be near up with us; therefore being dark, they rightly judged it best to give over the Assault for this Night, least falling in between three of them, we must be obliged to submit, & so altered our Course.

The Engagement lasted about 3 Glasses, in which Time Capt Coles (to his eternal Honour be it remembered) with all the other Officers behaved with the greatest Magnanimity & Bravery possible. The Seamen & Marines also, with remarkable Unanimity, good Order, & Heroism seemed to vie with each other, which should excel in their several Departments.

Then must our parent State Confess,
That we their freeborn Sons excel,
In Courage, & true Excellence,
Our British Foes, tho they act well.

Coles, with his braver Officers,
His Men both martial, bold & brave*

Through the marvellous Goodness of God not one Life was lost on our Side; our 1st Lieut. was wounded by a Cannon Shott in both his thighs, just above the Knees. One or two of the Men were very slightly wounded. Our Brig rec^d Several Shotts in her Hull, Rigging &c. but y^e Damage was inconsiderable. What the Enemys Loss & Damage was cannot be ascertained; by the best probable Conjectures it must be considerable. As One of our Maintopmen was siting upon the Chest in the Main Top containing the Ball &c &c for their Swivels & Blunderbusses one of the Enemys doubleheaded Shott came & struck part of the Trussle Trees upon which the Top is Supported, & directly under the Chest whereon he Sat; the uper Head of the Shott struck the Bottom of ye

*The Muse here seems abruptly to have taken her flight.

Chest, tore it all in Pieces—elivated the Person, & discharged the Contents of the Chest upon Deck, without any Damage to any Person.

7 Thursday. Fair fresh Breezes & rough Sea.

8 Friday. Fair, good Weather. Early A M Saw 2 Sails & stood for them; But Soon perceiv'd one of them to be a British Man of War. We tack'd she gave us Chace—Out Oars—rowed several Glasses. In the Afternoon saw 2 Sails a Head,—made all Sails for her—being almost calm. Out Oars again; & before Night we discovered Several Sails more, which by Information were a Fleet of Transports under Convoy of 3 Men of War.

9 Saturday. Brisk Gales, squally, rainy, & high Sea. Early A M saw some of the Fleet which were in Sight yesterday. Our Brig is now very foul; yet none have hitherto been able to beat her.

10 Sabbath. Brisk Gales, & rough Sea, with Squally wind & a little Rain.

11 Monday. Cloudy, dirty wet Weather, with rough Wind & Sea. Nothing remarkable happened.

12 Tuesday. Fair, moderate & pleas^t. Early A M Saw a sail. Stood for her & came up with her. She was a Frenchman. Saw another large Ship & bore away for her till we discovered her to be a Man of War & halled our Wind.

13 Wednesday. Fair, very pleasant, small wind & Smooth Water. Early A M saw a Sail, & stood for her. At 11 came up & took her. She was a Small sloop from Isle of Man bound to Port a Port in Ballast. Took out some Sails, a Gun & Sundries, put our Prisoners on Board & sent her away.

14 Thursday. Fair, moderate & very Pleasant. A M Saw 2 Sails.

15 Friday. Fair pleasant Weather. Saw a Sail & gave Chace did not come up before Night.

16 Saturday. Fair good Weather. At 1 A M came up with the Chace & took her. She was a Brig in Ballast from London bound to Mallaga called ——— Com^r. At 5 do saw another & gave Chace—at 11 took her—She a Brig from London called Little Betsey bound to Venice, Trueman Com^r Loaden with Fish Several Bales of Goods,

some China ware, & other Valuables, some of which we took on Board—& at 2 P M Saw another Sail and gave Chace—came up & took her, a fine Brig from — bound to — A fine Prize 103 bales of Goods. She Sail'd under French colours & had a French Capt & Crew. Sent her Home by our 2d Mate Mr Brimblecom—God send her a Safe Passage & arival.

17 Sunday. Cloudy & misty. Nothing remarkable happened.

18 Monday. Fair pleasant Weather. Saw 3 Sails which we brought too. One a French man on Board of whom we put 9 Prisoners. Another an America Brig from Carolina bound to France ; & the other a Spaniard. We are now standing in for Bilboa.

19 Tuesday. Fair pleasant Weather & small Wind. Early A M made Land viz Cape Ortugall in Spain. Saw several Sails to windward.

20 Wednesday. Fair pleasant Weather & Calm. We are now crossing the Bay of Biscay toward Bilboa. Several Sail in Sight.

21 Thursday. Fair pleasant Weather & Small winds. One Sail in Sight on our Star[board].

22 Friday. Fair. Made Land under our Starboard Quarter.

23 Saturday. Fair & hot. Early A M Our Pilot carried us over the Bar & Anchored close under Port Gelot. Went on Shore & at 3 P M hove up Anchor & rowed up River as far as Allivago a very Pleasantly Situated Town on the River. Here lay two American Privateers, viz, Capt Giddings of y^e Civil Usage Brig 14 Guns, and Capt Buffington of the True American* which last had taken nothing.

24 Sabbath. Fair & hot. The Small Pox Rife. Several buried in a Day & all the Ships Crews which had not had it were innoculated.

25 Monday. Fair & hot. This Day I was obliged to be innoculated which was performed by Doct — of the Brig Civil Usage. At Night took a Mercurial Pill.

*The Letter of Marque schooner True American, 90 tons, 7 carriage guns, was commanded by Capt. John Buffington, and was manned by a crew of twenty-five men. While laying at Bilboa her rig was altered into that of a brig because her masts were sprung. She sailed from Bilboa on September 30th, 1777.

26 Thursday. Fair & hot. 7 Motions from the Pills. Low in Spirit. Five more of our People were inoculated.

27 Wednesday. Fair and very hot. Took Cath. Jallap. P M went up to Bilboa Town Bot a Piece of Holland y^d at p^r y^d Waistcoat Breeches.

28 Thursday. Thick Air, Sultry. A M Walked on Shore & diverted myself in innocent Company & Amusement. Meloncholly Apprehensions respecting the Small-Pox; however, endeavour to commit myself & case to the Disposal of a Divine Providence. At Night took a 6 gr Calomel.

29 Friday. Fair & hot. Calomel produced 2 Motions. Had an itching in my Arm where it was inoculated & Pain in my Head & Limbs, with alternat Heats & Colds. A restless Night. Gave my inoculated Patients Elect. Con. Ros. R. & Mer. Dulc.

30 Saturday. Fair and hot. A M walk'd on Shore. Waited upon Dr — of the True American to y^e Hospital where he had 37 of the Crew under y^e Operation. Symptoms coming on. The Doct & several Gentlemen came off & Dined with us. P M went on Board Cap^t Swasey from Newbury by y^e Capⁿ Desire to see his Mate. At Night gave 5 small—Patients M^{rs} Dule 3 Gr. Took a dose myself. Gave our Gunner Sundries for y^e Clap & M^r M^t D^o for his Leg.

31 Sabbath. Cloudy & some Rain. Early A M rose & took a Cath. Jalap & gave the same to my fellow Poxmen, also 2 doses Physick to 2 others & an Emet to another. I begin to feal the Symptoms more & more viz, Alternate Heats & Colds Head-ache, Eyeballs sore & ach &c & a great Sinking & Lassitude.

Sept 1 Monday. Cloudy & muggy. One or two of our people were inoculated again. I almost frose in the Forenoon; but in the Afternoon feverish.

2. Tuesday. Fair. Halled our Vessel on the ways & Breen & Clean. A M I am much indisposed, pain to Back-ach—Head-ach—&c &c M D discovered a Pock on my Cheek. At Night gave 3 Calomel.

3 Wednesday. Overcast, Nly wind. Gave 6 Men Jalapia for y^e S Pox. My Pock come out very well & I

feal better. Walk on Shore. Bought a pair of Trowsers 4 1/2 Pistereens. Take no Medicines but strictly adhere to a low Diet. Gratia Die. Oh! Meserai mei, non ad huc! Taken all our prizes returning home Aug^t.

4. Thursday. Overcast & Sultry. One of our People break out. I have now about 100 Pock, very kind. Take no Medicines, but exercise as much as I can without heating myself & live low.

5 Friday. A M Cloudy P M fair. Cap^t Giddings of the Privateer Brigg Civil Usage,* fell down the River to go out on his Cruise. I have had but one or two Pock come out since Yesterday & hope to have no more. They fill fast & well. We are geting in our C^m Tart. Water & wood to proceed our Cruise. Capt. Nath^l West† came on Board as Passanger to go Home. He had been taken Prisoner & carried to London; but made his escape here.

6. Saturday. Fair & pleasant. Mr. Stanly has ye Symptoms. My Pock fill & are very sore and painful.

7 Sunday. Fine pleasant Weather. Pock fill well.

8 Monday. Fair & pleasant. Stanley breaks out. I inoculated Will Cotton.

9 Thursday. Fair & pleasant. My Pock begin to turn. We are taking in Wood & water for Sea.

10 Wednesday. Fair & pleasant.

11 Thursday. Fair & hot. I take Physick. Stanly breaks out the natural way & is removed on shore.

12 Friday. Fair, dry & hot.

13 Saturday. Fair & pleasant. Taking in Provisions, &c.

14. Sunday. Fair & pleasant. Will^m Cotton breaks out & is carried on shore to Mr Stanly.

15 Monday. Fair, pleasant. Attend the Sick & walk on Shore.

16 Tuesday, pleasant weather.

17 Wednesday. Pleasant Weather. Began to receive our Prize money for a Brig & Sloop which were Sold here viz Butter at 1 1/2 Ryal Ct. & Currants at 1-2 Ryal Ct. Shares at the Rate of 20 Dollars.

*From Gloucester, Mass.

†Of Salem.

18 Thursday. Fair & dry. Went to Town rec^d 100 dollars & bought Sundry Things.

19 Friday. Fair. A Negro breaks out with the Small Pox, also Joseph Cloutman.

20 Saturday. Fair & pleasant. Attend the Sick, & walk on Shore.

21 Sabbath. Fair & pleasant. Early A M hove Anchor & fell down the River to Port Gelatt & there moor'd.

22 Monday. Fair & pleasant. Brought down Mr. Stanly, Jos. Cloutman & Will Cotton from Allivago.

23 Tuesday. Dirty weather and much rain, with a bad Bar, could not get out.

24 Wednesday. Fair weather.

25 Thursday. Fair and pleasant. Our Pilot came on Board & at 8 fell down the River & got over the Bar, in Company with the snow Neptune, Cap^t. Swasey, & the Brig Wolf, Cap^t. Worth.

26 Friday. Fair pleasant Weather. Small Winds. Several Sails in Sight.

27 Saturday. Fair light Winds. Saw Several Sails. Gave Chace to one & brought her too. She was a Spaniard from Ferrol bound to Bilboa.

28 Sabbath. Fair weather. Spoke with a Frenchman. Saw many Sails of one kind and another but no Englishmen.

29 Monday. Fresh Breezes & rough Sea. Saw a Sail and gave Chace. Spoke with One a Frenchman. Several more Sails pass'd us.

30 Tuesday. Fair fresh Breezes. Saw a Sail & hauld our Wind, then wore & stood for her, carried away our Fore top mast. Hove too to mend it, then gave Chace, came up fired a Gun brought her too. A Swede.

Octo^r 1. Wednesday. Squally & rain, fresh, Winds & a bad Sea. Saw a sail & gave Chace. Spoke her, a Frenchman from Bourdeau bound to Porto Prince.

2 Thursday. A. M. Cloudy & Rain, P. M. Fair. Saw a Sail & Stood for her. At 1-2 past 11 gave 3 Bow Chaces upon which she brought too & we took her. She was a Snow from Newfoundland with near 3000 Quintals of Fish, called Eastly Cap^t.——."

3 Friday. Fair & pleasant. Gave 3 Men Purges.

4 Saturday. Fair & moderate. Saw a Sail & gave Chace. At 5 P. M. came up and brought her too. She was a Frenchman. Put all our Prisoners on Board her.

5. Sabbath. Fair, moderate & pleas^t At 2 P. M. Saw a Sail ahead ; also made Land, viz ye Burlings and Part of the Coast of Portugal. Came up with the Sail & took her. She was a Brig from Newfoundland with 1200 Quintals of Fish, called the Lark, Capt. Canterbury.

6. Monday. Fair & moderate. No Sail in Sight. Gave 2 Men Physick.

7. Tuesday. Fair brisk Winds. At 4 A. M. made the Rock of Lisbon & the Burlings.

8. Wednesday. Fair pleasant. Saw one or two sail.

9. Thursday. Fair, very pleasant and small Winds. Saw several sail. Stood for one, out Oars, came up & fired a Gun. She was a Swede.

10 Friday. Fair & pleasant with a fine Breeze. Early A. M. Saw 5 Sail, gave Chace to one, at 9 came up & brought her too, she was a Frenchman from——bound to Dunkirk. Put all our Prisoners on Board. Chased another—a Frenchman.

12 Sabbath. Squally & rainy. Strong Gales & rough Sea. Dress'd several wounds.

13 Monday. Fair high wind & rough sea.

15 Wednesday. Fair & pleasant, Spoke several Sails of Frenchmen.

16 Thursday. At 1 A. M. Saw a Sail, thick Weather. At 5 Saw her again in Chace close under our Stern, made Sail from her, but She came up fast. Discovered her to be a Frigate. Now she began to fire at us—many of her Shot went over us. Several struck our Hull & Sails. We hove our Guns overboard, & stove some Water & by that means got a little from her.

17 Friday. The Man of War in Chace hard by. We Rowed & kept at a Distance.

18 Saturday. Fine Weather. Lost sight of the Man of War.

19 Sunday. Pleasant Weather & light Breezes of Wind. Standing homewards.

21 Tuesday. Fair & pleasant, Several Sick & physicking, light airs of wind.

26 Sunday. Fair weather and light Breezes. In Sight of the Canary Islands. The Sloop in Tow.

27 Monday. Fair, light Winds. Islands still in sight & sloop in tow.

28 Tuesday. Fair light winds. The same remark as yesterday.

29 Wednesday. Fair pleasant Weather & moderate Winds. The Sloop in tow. Sundry People have the Itch.

30 Thursday. Fair moderate & pleasant. Lat. 25 : 52. N.

Novem^r. 1 Saturday. Fair fine wind Easterly.

2 Sabbath. Fair & pleasant Weather. From this to the 9th we had in general go[od] Breezes ; but squally winds & much rain intermit. Running as far Sly as 25 : 2 and by Sunday 9 Long. in 45 : nearly. Nothing remarkable happened in this time. Several were annointed for the Itch. Several were Sick & took Emet^s and Cath^s. One wounded in the Wrist by a Knife & Several Boils.

10 Monday to Wednesday inclusive. Fine winds and weather notwithstanding some intermixed Squalls & Rain.

12 Wednesday. Early A. M. Saw [a] Sail to Leward Bore away [but] could not come up with [her.]

13 Thursday. Fair fine Breezes, Longt. in 54° & Lat. 25 : 27.

14 Friday. Fair small Winds and pleasant.

15 Saturday. Fair and moderate Winds Long. Lat. 26 : 18. Hove the Brig upon a Kreen to Cleen & tallow her Bottom, being very foul.

[] Sunday to Tuesday. moderate with frequent Calms.

19 Wednesday. Fair, brisk Gales of Wind & rough Sea. Lat. 29 : 35 Long.

20 Thursday & Friday. Fair cold Nly Winds & rough sea.

[] Saturday, Fair moderate & pleasant. Small winds NEly. [The remainder of the journal is missing.]

CUSTOM HOUSE RECORDS OF THE ANNAPOLIS
DISTRICT, MARYLAND, RELATING TO
SHIPPING FROM THE PORTS OF
ESSEX COUNTY, MASS.
1756-1775.

BOOK OF ENTRANCES.

ELIZABETH, Schooner, George Smith, master, 25 tons, 4 men, built in N. England, 1752, registered Salem, 29 October, 1753. Owner (present voyage) Samuel Bacon; cargo, 14 Hhds. Isle May Salt, 10 Brls. pickled fish, 1 Barl. Trayn Oyl, 7 Brls. Blubber, 600 Pounds of sugar, 220 Gallons of Molasses, 400 lbs. Cheese, sundry Iron, Earthern, Wooden Ware made at Salem, 2 Hhds. Molasses, 3 Barls. Sugar. Entered from Salem, December 28, 1756. Bond given at Salem, 11 Decem. 1756.

BONETTA, Sloop, John Smith, master, 40 tons, 5 men, built in N. England, 1749, registered Salem, 16 Febry 1758. Owner (present voyage) John Smith & Co.; cargo, 1 Barl. Trayn Oyl, sundry Wooden Ware, 610 Gallons of Rum, 2 Barls. Tongues & Sounds, 9 Hhds. Molasses, 6 Hhds. Rum, 6 Barls. Sugar, 100 lbs. refined Sugar. Entered from Salem August 21, 1758. Bond given at Salem, 5 August, 1758.

NOTE. Through the courtesy of Mr. Richard D. Fisher of Baltimore, Md., it has been possible for the Essex Institute to secure these extracts relating to Essex County ports, from the original Custom House records now preserved by the Maryland Historical Society. The character of the commercial relations existing between Maryland and the Massachusetts ports during the period immediately preceding the Revolution is here shown together with interesting information on the shipping of that time.

ELIZABETH, Schooner, George Smith, master, 25 tons, 5 men, built in N. England, 1752, registered Salem, 29 Octo^r 1753. Owner (present voyage) Samuel Bacon; Cargoe, 20 Hhds. Isle of May Salt, 2 Barls. Blubber, 1 Barl. Cramberrys, 2 Barls. pickled Fish, 80 lbs. Chocolate, sundry Iron Earthern Wooden Ware. 1 Barl Musco, 50 lbs. Loaf Sugar. Entered from Salem, Jany. 10, 1759. Bond given at Salem, 15 Decr. 1758.

POLLY, Schooner, David Clowes, master, 15 tons, 4 men, built at Sussex, 1760, registered Philadelphia, 25 June, 1760. Owners (present voyage) David Clowes & Humphrey Smith; Cargoe, 18 Hhds. Molasses, 1 Hhd. & 9 Barls. Sugar, 2 Barls. Limes & 4 Kegs Lime Juice, 220 Gallons of Rum, 70 Gallons of Wine, 300 Bushels of Salt, 2 Boxes of Lemons, 1 Hhd. 4 Barls & 2 Kegs Rum, 2 Q. Casks & 2 Kegs of Wine & Parcel of Pewter & Brass Ware. Entered from Salem, August 30, 1760.

POLLY, Schooner, Ephraim Jones, master, 15 tons, 4 men, built in Sussex, 1760, registered Philadelphia, 25 June, 1760. Owners (present voyage) David Clowes & Co.; Cargoe, 1 Cask of Sugar, a Parcel of empty casks. Entered from Salem, October 27, 1760.

NEPTUNE, Schooner, Jonathan Cooke, master, 50 tons, 2 guns, 5 men, built in N. England, 1752, registered Salem, 5 Dec^r 1760. Owners (present voyage) Samuel Barton & Jonathan Cooke; Cargoe, 4 quintals of Fish, 8 Hhds. Isle May Salt, 2 Barls. Cramberries, sundry wooden Iron & Earthern Ware, 5 Hhds. Rum, 6 Hhds. of Molasses, 4 Barls. Bro. sugar & 100 W^t refined Sugar. Entered from Salem, Dec^r 29, 1760. Bond given at Salem, 13 Dec^r 1760.

NEPTUNE, Schooner, Samuel Grant, master, 50 tons, 5 men, built in N. England 1752, registered Salem, 5th Dec^r 1760. Owners (present voyage) Sam^l Barton Jun^r & Comp^a; Cargoe, 1 Chaise, 3 Chairs & Sundry Wooden Ware. Entered from Salem, Oct. 26, 1761.

PRINCE, Schooner, Jonathan Cook, master, 50 tons, 5 men, built in N. England 1760, registered Salem, 19th

March, 1760. Owner (present voyage) Christopher Bubbier; Cargo, 2 Hhds. Barbadoes Rum, 3 Bbls. Foreign Sugar, 2 Hhds. Anguilla Salt, 4 Quintals Fish, 2 Bbls. Train Oyle. Entered from Salem, Dec^r 21, 1761.

BETSEY, Schooner, Geo. Glover, master, 24 tons, 4 men, built in N. England 1753, registered Salem, 12th Octo^r 1761. Owners (present voyage) Joseph Grafton, Jun^r, Entered in ballast from Salem, May 11, 1762.

JOHN & MARY, Schooner, Nath^l Fellows, master, 40 tons, 5 men, built in N. England, 1761, registered Boston, 28th March, 1761. Owners (present voyage,) William Stevens; Cargoe, Ballast & Stores. Entered from Salem, Dec^r 28, 1762.

RANGER, Sloop, George Oaks, master, 55 tons, 5 men built in N. England 1762, registered Salem, 24 April 1762. Owners (present voyage), Geo. Oaks & Benj^a Brooks; Cargoe, present voyage, 20 Bbls. 19 Casks, 41 Boxes, 19 Bbls. Pork, 10 Boxes Chocolate, 11 Boxes Soap, 20 Boxes Candles, 1 Bbl. Linseed Oyl, 19 Casks Loaf Sugar. Entered from Philadelphia, April 1, 1763. Bond given at Philadelphia, 16 March, 1763.

PORTER, Schooner, John Scollay, master, 65 tons, 6 men, built in N. England 1764, registered Salem, 27 Dec^r 1764. Owners (present voyage) Benjⁿ Pickman & Co., Cargoe, 6 Hhds. & 6 Bar^s Rum, 6 Bar^s Sugar, 1 Bar^l Fish, 790 Gallons of Rum, 1707 Pounds of brown Sugar, 4 Bar^s Blubber, 20 Pair Womens Shoes, Sund. Iron & Wooden Ware. Entered from Salem 28 October, 1765. Bond given at Salem.

HANNAH, Sloop, William Sweetsir, master, 50 tons, 5 men, built in N. England, 1763, registered Salem, 28 June, 1763. Owners (present voyage) William Sweetsir & Co.; Entered in ballast from Philadelphia, May 9, 1766.

ELIZABETH, schooner, Nathan Leech, master, 30 tons, 5 men, built in N. England 1756, registered Salem, 22^d De-

cem^r 1764. Owners (present voyage) Nathan Leech & Co.; Cargo, 10 Hhds. & 3 Bar^s N. Eng. Rum, 5 Hhds Bbdoes Rum, 13 Casks foreign, 4 Bar^s Brit^h Plant. Sugar & 2 Bar^s foreign Do., 1596 Gallons of Rum, 765 Gallons of Molasses, 1400 Pounds of bro. Sugar, 24 Chairs, 5 Desks, 18 Axes, 7 br. Pot Iron, sund. Wooden & Earthen Ware, & 350 lbs. Cod Fish, 56 lbs. Pepper, 2 Bolts osnabrig, 12 Brittish made Hatts, some Pewter & 36 Bottles Snuff. Entered from Salem, Septem^r 8, 1766. Bond given at Salem, 27 Augst 1766.

DOLPHIN, schooner, John Millet, master, 40 tons, 6 men, built in N. England, 1764, registered Salem, 14th Decem^r 1764. Owner (present voyage) Timothy Rogers; Cargoe; 2 Hhds & 7 Bar^s Rum, 4 Casks Melasses, 3 Bar^s brown Sugar, 410 Gallons of Rum, 409 Gallons of Melasses, 504 Pounds of Brown Sugar, 144 Bushels of Salt, 200 Lbs. Cheese, 10 Lbs. Tea, 28 Lbs. Coffee, 1 Cask Loaf Sugar Lbs 105, One Trunk of Woolens and Linens the Manufacture of Great Britain, Wooden Earthen & Iron Ware. Entered from Salem, January 26, 1767. Bond given at Salem, 23^d Dec^r 1766.

PRINCE OF ORANGE, schooner, Mark Burnham, master, 35 tons, 4 men, built in N. England, 1759, registered Salem, 30 March, 1759. Owners (present voyage) Ezechiell Woodward; Cargoe, 4 Bar^s Sugar, 4 Casks of Melasses, 6 Bar^s Rum, 185 Gallons of Rum, 104 Bushels of Salt, 10 Bar^s Mackrell, 7 Bar^s pickled Fish, 563 Lbs. Cheese, 1 Bar^l Ginger Bread. Entered from Salem, Jany. 29, 1767. Bond given at Salem, 16 Dec^r 1766.

BETSEY, Schooner, George Wright, master, 60 tons, 6 men, built in N. England 1765, registered Newbury, 26 November 1766. Owners (present voyage) John Rand & Co.; Cargoe, 23 Hhds. Rum, 3 Hhds & 1 Bbl. Sugar, 2300 Gallons of Rum, 3850 Pounds of bro. Sugar. Entered from St. Christophers, January 11, 1768. Bond given at Basseterre, 10 Dec^r 1767.

PHENIX, Sloop, Ezra Moody, master, 25 tons, 4 men, built in N. England, 1766, registered Newbury, 31 Dec^r 1766. Owners (present voyage) James Obear & others; cargoe, 19 Hhds Rum, 6 Bar^s Sugar, 1 Hhd & 2 Tierces Melasses, 1900 Gallons of Rum, 230 Gallons of Melasses, 1200 Pounds of bro. Sugar, 300 Lbs. Loaf Sugar, 6 Quintals Fish, A Parcel of Hollow Iron Ware, 2 Desks. Entered from Piscataqua, April 2, 1768. Bond given at Piscataqua, 3 March, 1768.

LIVE OAK, Schooner, Joseph Edes, master, 30 tons, 4 men, built in New England, 1758, registered Salem, 22^d April, 1767. Owners (present voyage) Daniel Sargent & Jacob Allen; Cargoe, 3 Hhds, 4 Half Hhds & 8 Bar^s Melasses, 1 Hhd & 2 Bar^s Muscov^o Sugar, 740 Gallons of Melasses, 1200 Pounds of Musco. Sugar, 1000 Bushels of Salt. Entered from St. Eustatia, St. Martins, Feby. 9, 1770.

VULTURE, Ship, Joseph Shillins, master, 110 tons, 10 men, built in N. England, 1757, registered Salem, 31 Jany. 1758. Owner (present voyage) Jeremiah Lee; Cargo, 216 Casks of Melasses, for which Duty had been paid, 19113 Gallons of Melasses, 40 Bar^s Trayne Oyl, 100 Pair Shoes. Entered from Salem, July 9, 1770.

DARBY, Schooner, John Allen, master, 50 tons, 6 men, built in N. England, 1764, registered Salem, 24 Feby. 1764. Owner (present voyage) Jeremiah Lee; Cargoe, 2 Bbls. Sugar, 8 Boxes Sperma Ceti Candles, 12 Bbls. Oyl, 400 Pounds of bro Sugar, 61 Bushels of Salt, 74 Sides of Tannd Soal Leather, 8 Bar^s Holybut, 1 Desk, 2 Tables, 3 Dozen Axes, Lbs. 2000 Cheese; 2 Trunks containing 380 Pair of Shoes. Entered from Salem, Jany 2, 1771. Bond given at Salem, 24th Feby, 1771.

POLLY, Schooner, David Bickford, master, 45 tons, 5 men, built in N. England, 1765, registered Salem 9th April 1765. Owners (present voyage) David Bickford & William West; Cargoe, 4 Hhds. & 14 Bbls. Rum, 2 Hhds. & 10 Tierces Melasses, 4 Bbls. foreign Sugar duty

paid, 820 gallons of Rum, 800 Gallons of Melasses, 700 Pounds of bro. Sugar, 140 Bushels of Salt, 5 Ct. of Pot. Iron, 4 Doz. Axes, Lbs. 50 Chocolate, 13 Bbbs. of pickled Fish, 1 Bbl. of Trayn Oyl. Wooden & Earthen Ware. Entered from Salem, Jany. 4, 1771.

POLLEY, Brig, Stephen Blaney, master, 70 tons, 6 men. built in N. England, 1771, registered Salem, 2^d Jany. 1771, Owner (present voyage) John Pedrick; Cargo, 1 Tierce & 38 Bbbs Rum, 4 Bbbs. Sugar, 5 Bbbs Oyl, 250 lbs. Chocolate, 36 Hhds and 20 Tierces Melasses, 1100 Gallons of Rum, 4200 Gallons of Melasses, 1000 Pounds of bro. Sugar, 5 Bbbs. Mackerel, 15 Bbbs Pounds, 10 Bbbs Blubber, 131 Pair of Shoes. Entered from N. England, Feby 13, 1771. Bond given at Salem, 2^d Jany 1771.

SPRY, Sloop, Samuel Townshend, Master, 15 tons, 3 men, built in N. Jersey, 1767, registered Salem, 6 July, 1768. Owners (present voyage) John Mackey & Sam Townshend; Cargo, 200,000 Shingles, 14000 Feet of Boards. Entered from New Jersey, April 20, 1771.

BETSEY, Schooner, James Genn, master, 20 tons, 4 men, built in N. England, 1768, registered Boston, 21 May, 1771. Owners (present voyage) James Genn, & Daniel Rogers; Cargo, 2 Bbbs Rum, 13 Hhds, 12 Tierces foreign Melasses, also 12 Hhds, 6 Tierces Do, 2 Quarter Casks Madeira Wine, 65 Gallons of Rum, 50 Gallons of Wine, 1550 Gallons of Melasses, 20 Pair Womens Shoes, 9 Quarter Barrels Raisins. Entered from Boston & Salem, June 6, 1771.

MANCHESTER, Schooner, William Tarring, Master, 50 tons, 6 men, built in N. England, 1771, registered Salem, 4 March, 1771. Owners (present voyage) W^m & Jeremiah Lee; Cargo, 27 Bbbs. Oyl, 10 Bbbs. Mackrel, 7 Bbbs of Cods Sounds & Tongues, 50 Boxes Candles 2000 lbs., 200 Pair Shoes, 7 Casks Loaf Sugar 2000 lbs., 48 Sides Soal Leather, Entered from Salem, Feby. 7, 1771.

ROBIN, Schooner, John Sanders, Master, 40 tons, 6 men, built in N. England, 1766, registered Salem 8th Dec^r 1766. Owners (present voyage) Peter Fry & Hezechiah Ober; Cargoe, 1 Tierce & 2 Bbls. bro. Sugar 13 Ct. 1 qr. 12 Lbs, 4 Hhds, 4 Tierces, 2 Bbls Melasses, 4 Hhds, 19 Bbls N E Rum, 920 Gallons of Rum, 613 Gallons of Melasses, 84 Bushels of Salt, 300 lbs. pot Iron, 4 quintals, 3 Bbls. Fish, 50 lbs. Chocolate, 200 lbs. Cheese, 12 Bbls Cyder, 2 Bbls Cranberries, 2 Bbls Oyl. Some Earthen & Wooden Ware. Entered from Salem, Jany 1, 1773. Bond given at Salem, 13 Dec^r 1772.

LIBERTY, Schooner, James Genn, Master, 40 tons, 5 men, built in N. England, 1767, registered Salem, 14th April, 1767. Owner (present voyage) Dan^l Rogers; Cargoe, 12 Tierces foreign Melasses & 2 Hhds forⁿ Sugar from St. Lucia, 720 Gallons of Melasses, 1568 Pounds of bro. Sugar, 1000 Bushels of Salt, 15 Bases of Cotton Wool 2000 lbs. Entered from Anguilla, Feby 3, 1773. Bond given at Anguilla, Jany. 1773.

RANGER, Schooner, John Pearce, Master, 55 Tons, 6 men, built in N. England, 1762, registered Salem, 23^d March, 1773. Owner (present voyage) John Pearce; Cargo, 3 Hhds & 3 Bbls Rum, 7 Qu Casks Wine, 10 Barrels of Bro. Sugar, 384 Gallons of Rum, 196 Gallons of Wine, 2758 Pounds of bro. Sugar, 7 Bbls Cyder, 4 Desks, Sundry Earthern Ware, 15 Tables, 1 Case of Drawers, 4 quint. Fish, 3 Doz & half of Chairs, 42 Pair of Shoes, 3 Dozen Axes, 43 Casks of Raisins, 8 Boxes Lemons, 20 Gross Corks. Entered from Salem, April 7, 1773. Bond given at Salem, 23 March, 1773.

WOOLFE, Brig, Amos Grandy, Master, 90 tons, 8 men, built in N. England, 1764, registered Salem, 10 April, 1773. Owners (present voyage) Amos Grandy & Jacob Fowle; Cargoe, 25 Hhds & 21 Bbls Rum, 3500 Gallons of Rum, 2 Bbls of Blubber, 2 Bbls of Mackrell. Entered from Salem, April 19, 1773.

YOUNG AFRICA, Brig, William Coles, Master, 100 tons, 9 men, built in N. England, 1773, registered Salem, 21 April, 1773. Owner (present voyage) Jeremiah Lee ; Cargoe, 2 Hhds Bdoes Rum, 8 Bbls. of foreign bro. Sugar, 80 lbs. Chocolate, 210 Gallons of Rum, 1792 Pounds of bro. Sugar, 100 Pair of Shoes, 2 Desks. Entered from Salem, June 30, 1773.

YOUNG PHOENIX, Brig, David Lee, Master, 100 tons, 9 men, built in N. England, 1771, registered Salem, 19 Aug. 1771. Owners (present voyage) William & Jere^h Lee ; Cargoe, 16 Bbls Trayn Oyl, 2 Bbls Mackrell, 2 Bbls of Hollybut. Entered from Salem, Decem^r 6, 1773.

HOPE, Schooner, Benjamin Cook, Master, 40 tons, 5 men, built in N. England, 1765, registered Salem, 13 Feby. 1772. Owner (present voyage) Richard Derby ; Cargoe, 5 Hhds. N E Rum, 9 Hhds W I Rum, 18 Casks of Forⁿ Melasses, 900 Gallons of Rum, 1667 Gallons of Melasses, 8 Quintals of Fish, 15 Bbls of Pickled Fish. Entered from Salem, Decem^r 18, 1773.

MARY, Schooner, Francis Grandy, Master, 40 tons, 5 men, built in N. England, 1755, registered Salem, 2^d August, 1773. Owners (present voyage) Francis Grandy & Jacob Fowle. Entered in Ballast from St Ubes, Decembe^r 20, 1773.

HORTON, Schooner, John Allen, Master, 50 tons, 6 men, built in N. England, 1772, registered Salem, 25 March, 1772. Owners (present voyage) Joseph & Jere^h Lee ; Cargoe, 10 Hhds & 2 Bbls of N E Rum, 5 Hhds of Forⁿ Melasses, 13 Bbls forⁿ bro. Sugar, 1472 Gallons of Rum, 508 Gallons of Melasses, 3864 Pounds of bro. Sugar, 10 Bushels of Salt, 3 Bbls of Trayn Oyl, 3 Bbls of Blubber, 3 Bbls of Sounds, 22 Bbls of Mackrell, 1 Bbl of Pickled Fish, 10 Quintals of dry Fish. Entered from Salem, Decem. 21, 1773.

PELLICAN, Schooner, William Tucker, Master, 40 tons, 6 men, built in N. England, 1756, registered Salem, 21 April, 1773. Owner (present voyage) Jeremiah Lee; Cargoe, 17 Bbbs of Forⁿ brown Sugar, 40 Bbbs of Mackarel. Entered from Salem, Feby 18, 1774.

HAWKE, Schooner, Philip Thrash, Master, 50 tons, 7 men, built in N. England, 1772, registered Salem, 18 Sept^r 1772. Owners [present voyage] Jos. & Jere^h Lee; Cargoe, 400 Pair of shoes. Entered from Salem, Feby 19^r 1774.

HAWKE, Schooner, Benjamin West, Master, 40 tons, 5 men, built in N. England, 1765, registered Salem, 28 Oct^r 1765. Owner (present voyage) Jonathan Gardner. Entered in Ballast from Hispaniola, Feby 21, 1774.

MANCHESTER, Schooner, William Tuck, Master, 50 tons, 6 men, built in N. England, 1771, registered Salem, 4th March, 1771. Owners (present voyage) W^m & Jere^h Lee; Cargoe, 4 Boxes cont^s 400 Pair of shoes. Entered from Salem, Feby 25, 1774.

BETSEY, Schooner, Silas Nowell, Master, 60 tons, 5 men, built in N. England, 1771, registered Newbury, 28 June, 1773. Owners (present voyage) Rob^t & Nath^l Tracy; Cargoe, 10 Hhds 16 Tierces & 6 Bbbs N E Rum, 10 Hhds of forⁿ Melasses, 2300 Gallons of Rum, 1000 Gallons of Melasses. Entered from Piscataqua, Feby 28, 1774,

SUSANNAH, Schooner, Nathaniel Dodd, Master, 40 tons, 5 men, built in N. England, 1763, registered Salem, 23^d Dec^r 1773. Owner (present voyage) Joseph Bubier & Jacob Fowle; Cargoe, 12 Hhds, 6 Tierces & 5 Bbbs of N E Rum, 12 Hhds forⁿ Melasses, 1835 Gallons of Rum, 1218 Gallons of Melasses, 15 Bbbs of Trayn Oyl, 30 Bbbs Mackrel, 10 Bbbs of Blubber, 5 Hhds Salt, a parcel of Earthern Ware. Entered from Salem, March 10. 1774.

WOOLFE, Brig, Amos Grandy, Master, 90 tons, 8 men, built in N. England, 1764, registered Salem, 10 April 1773. Owner (present voyage) Amos Grandy & Jacob Fowle; Cargo, 39 Hhds of N E Rum, 52 Hhds of Salt, 4300 Gallons of Rum, 416 Bushels of Salt. Entered from Salem, March 28, 1774.

YOUNG AFRICA, Brig, William Coles, Master, 100 tons, 9 men, built in N. England, 1773, registered Salem, 21st April 1773. Owners (present voyage) Jeremiah Lee; Cargo, 50 Casks of Raisins, 6 qur Casks of Wine, 180 Gallons of Wine. Entered from Salem, April 5, 1774.

HORTON, Schooner, John Allen, Master, 50 tons, 6 men, built in N. England, 1772, registered Salem, 25 March, 1772. Owners (present voyage) Joseph and Jer^h Lee; Cargo, 100 Pair Shoes, 20 Quintals of Fish. Entered from Salem, April 14, 1774.

SALLY, Brig, Wyat St Barbe, master, 70 tons, 6 men, built in N. England, 1773, registered Salem, 24 Augst. 1773. Owners (present voyage) Jn^o & Jacob Fowle; Cargo, 47 Hhds of N E Rum, 5186 Gallons of Rum, 430 Bushels of Salt. Entered from Salem, April 21, 1774.

DOVE, Sloop, W^m. Brook Cotton, Master, 35 tons, 5 men, built in N. England, 1762, registered Salem, 18 July, 1771. Owner (present voyage) Miles Ward; Cargo, 200,000 Shingles. Entered from N^o. Carolina, June 6, 1774.

ELIZABETH, Schooner, Jo^h Godfrey, Master, 35 tons 4 men, built in N. England, 1753, registered Patuxent, 8 June, 1771. Owner (present voyage) Melcher Keener; Cargo, 67 Hds. & 10 Tierces of N E Rum, 11 Boxes of Chocolate, 7806 Gallons of Rum, 30 Sides of Leather. Entered from Salem, June 30, 1774.

TWO BROTHERS, Sloop, George North, Master, 45 tons 5 men, built in N. England, 1769, registered Salem, 16

June, 1769. Owners (present voyage) Jn^o & Rob^t Given. Cargoe, 10 Hhds 15 Tierces & 20 Bbls forⁿ Melasses, 5 Hhds & 10 Bbls forⁿ Sugar, 2425 Gallons of Melasses, 6750 Pounds of bro. Sugar. Entered from S^t Martins, June 30, 1774.

NINETY TWO, Schooner, Joseph Smith, Master, 60 tons, 5 men, built in N. England, 1768, registered Boston, 21 April, 1774. Owners (present voyage) Nehemiah Somes & 2 others; Cargoe, 18 Hhds forⁿ Melasses, 1870 Gallons of Melasses, 3 Bbls Oyl, 6 Bundles of Sole Leather. Entered from Salem, July 22, 1774.

GUARDOQUI, Snow, George Gordon, Master, 100 tons, 8 men, built in N. England, 1773, registered Salem, 14 Oct^r 1773. Owner (present voyage) Jeremiah Lee. Entered in Ballast from Salem, July 29, 1774.

ELIZABETH, Schooner, Litchfield Luce, Master, 35 tons, 4 men, built in N. England, 1753, registered Patuxent, 8 June, 1771. Owner (present voyage) Melcha Keener; Cargoe, 20 Hhds Melasses, 2 Hhds N. England Rum, 44 Hhds W India Rum, 4700 Gallons of Rum, 1996 Gallons of Melasses, 6 Bbls Trayn Oil, 12 Bundles of Leather, 110 Pair of Shoes, 14 Boxes of Chocolate, 8 Bbls of Shad. Entered from Salem, Sept. 28, 1774.

HAWKE, Schooner, Nicholas Bartlett, Master, 45 tons, 4 men. Built in N. England, 1755, registered Salem, 9 Oct. 1770. Owners (present voyage) Israel Forster & 3 others. Entered in Ballast from S^t. Eustatia, Octo^r 5, 1774.

DOLPHIN, Schooner, Henry Kellam, Master, 60 tons, 3 men, built in N. England, 1771, registered S^t Vincents, 29 July, 1774. Owner (present voyage) Henry Kellam; Cargoe, 36 Hhds & 6 Tierces Rum, 3510 Gallons of Rum, 45 Bbls Mackrel, 3 Boxes Candles, 10 Bush^l Cranberries, 12 Bush^l Onions, 10 Quintals of Fish. Entered from Salem, Octo^r 16, 1774.

TWO BROTHERS, Sloop, Henry Wolfe, Master, 45 tons, 4 men, built in N. England, 1769, registered Salem 16 June, 1769. Owners (present voyage) Henry Wolfe, Entered in ballast from St Croix, October 19, 1774.

NANCY, Brig, Thomas Davis, Master, 80 tons, 6 men, built in N. England, 1765, registered Boston, 29 May, 1772. Owner (present voyage) Joshua Winslow. Entered in Ballast from Salem, October 21, 1774.

SALLY, Schooner, Nathaniel Gray, Master, 50 tons, 6 men, built in N. England, 1763, registered Patuxent, 28 April, 1773. Owner (present voyage) Melcha Keener ; Cargoe, 24 Hhds forⁿ Melasses, 3 Hhds W I Rum, 6 Hhds N E Rum, 1000 Pounds Loaf Sugar, 1016 Gallons of Rum, 2418 Gallons of Melasses, 800 Bushels of Salt, 94 Casks of Oyl, 100 Hhds of Salt, 50 Bush^s Barley, 3000 Pounds of Sole Leather. Entered from Salem, October 21, 1774, Bond given at Salem, 11th Oct^r 1774.

NABBY, Brig, Dan^l Sanders, Master, 85 tons, 7 men, built in N. England, 1773, registered Salem, 22 Oct^r 1773. Owners (present voyage) Thomas Mason & Jonathan Peall ; Cargoe, 10 Tierces & 25 Bbls of Bro. Sugar. Entered from St Croix, Dec^{br} 2, 1774.

WELCOME, Schooner, Josh^a Paine, Master, 70 tons, 6 men, built in N. England, 1774, registered Boston, 16 May, 1774. Owners (present voyage) Samuel Paine & John Gray ; Cargoe, 100 lbs. Whale bone, 60 Bbls Oyl, 80 Sides Sole Leather, 60 p^{rs} Mens & Womens Shoes, 4 Tons of Hay. Entered from Salem, Dec^{br} 5, 1774.

ELIZABETH, Schooner, Litchfield Luce, Master, 35 Tons, 5 men, built in N. England, 1753, registered Patuxent, 8 June, 1771. Owner (present voyage) Melcher Keener ; Cargoe, 37 Hhds 1 Bbl. & 12 Tierces of Rum, 4698 Gallons of Rum, 35 Bundles & 90 Sides of Leather, 220 p^{rs} Shoes, 2 Boxes Chocolate. Entered from Salem, Dec^{br} 5, 1774.

SUSANNAH, Schooner, Amos Grandy, Master, 40 tons, 5 men, built in N. England, 1763, registered Salem, 23 Dec^{br} 1773. Owners (present voyage) Joseph Bubier & Jacob Fowle; Cargoe, 3 Hhds W. I. Rum, 10 Hhds N. E. Rum, 1100 Gallons of Rum, 35 Bbls of Mackrel, 14 Bbls Oyl, 30 Hhds Salt. Entered from Salem, Dec^{br} 20, 1774.

NINETY TWO, Schooner, Nathaniel Cook, Master, 60 tons, 6 men, built in N. England, 1768, registered Salem, 10 Dec^{br} 1774. Owners (present voyage), Lemuel Cravath & Cumberland Dugan; Cargoe, 63 Hhds 22 Tierces 8 Casks & 32 Bbls N. E. Rum, 10091 Gallons of Rum, 5 Bbls Oyl, 1 Hhd & 1 Box of Leather, 1 Chaise, 8 Dozⁿ Pails. Entered from Salem, Decem^r 30, 1774.

HOPE, Brig, George Robinson, Master, 105 tons, 7 men, built in N. England, 1772, registered Newberry, 23 Jan^{ry} 1773. Owners (present voyage), Joseph Todhunter, John Robinson & 2 others. Entered in Ballast from Dublin, Jan^{ry} 4, 1775.

SALLY, Schooner, Peter Fanuel Jones, Master, 45 tons, 6 men, built in N. England, 1771, registered Salem, 9th April, 1771. Owner (present voyage), John Gerry; Cargoe, 55 Bbls Fish, 2800 Bushels of Salt. Entered from Salem, Jany 10, 1775.

DOLPHIN, Schooner, Joseph Proctor, Master, 45 tons, 6 men, built in N. England, 1773, registered Salem, 2^d April, 1774. Owner (present voyage), John Gerry; Cargoe, 1480 Bushels of Salt. Entered from Salem, Feby 3, 1775.

WOODBIDGE, Brig, William Knap, Master, 90 tons, 7 men, built in N. England, 1773, registered Piscataqua, 16 April, 1773. Owners (present voyage), Stephen Hooper & Tho^s Woodbridge; Cargoe, 107 Hhds 77 Tierces & 23 Bbls foreign Molasses, 2 Bbls foreign bro. Sugar, 20 foreign Hides. Entered from Guadaloupe via Salem, Feby 4, 1775.

NABBY, Brig, Jonathan Mason, Master, 85 tons, 7 men, built in N. England, 1773, registered Salem, 22^d Octo^r 1773. Owners (present voyage), Tho^s Mason & Jonathan Peale; Cargoe, 26 Hhds W I Rum, 14 Bbls N E Rum, 400 Gallons of Rum, 6 Hhds 21 Tierces & 5 Bbls forⁿ Melasses, 1960 Gallons of Melasses, 1 Box & 2 Bbls Womens Shoes. Entered from Salem, Feby 20, 1775.

SALLY, Schooner, Thorndick Dalland, Master, 40 tons, 5 men, built in N. England, 1773, registered Salem, 10 April, 1773. Owners (present voyage) Clark Gayton Pickman; Cargoe, 44 Hhds & 7 Bbls N E. Rum, 4634 Gallons of Rum. Entered from Salem, Feby 27, 1775.

HOPE, Schooner, George Southward, Master, 40 tons, 6 men, built in N. England, 1760, registered Boston, 6th Nov^r 1773. Owner (present voyage) John Derby; Cargoe, 39 Hhds Br & Pl Rum, 12 Boxes of Chocolate, 9 Bbls Coffee, 1800 lbs. 3900 Gallons of Rum, 40 Bushels of Salt, 2 Desks. Entered from Salem, March 2, 1775. Bond given at Salem, 7 Feby 1775.

SALLY, Schooner, Nathan^l Gray, Master, 50 tons, 5 men, built in N. England, 1763, registered Patuxent, 28 April, 1773. Owner (present voyage) Melcher Keener; Cargoe, 5 Hhds cont'g 3000 lbs Loaf Sugar, 45 Hhds N E Rum, 15 Hhds Melasses, 1530 Gallons of Melasses, 40 Casks of Raisins, 30 Boxes of Chocolate, 200 Pair of Shoes, 2 Boxes Sperma Ceti Candles, 3 Dozen Sugar Boxes. Entered from Salem, March 20, 1775. Bond given at Salem, 3^d March, 1775.

UNION, Brig, David Ross, Master, 85 tons, 5 men, built in N. England, 1765, registered Salem, 9 Augst 1765. Owners (present voyage) Tho^s Gerry & 3 others; Cargoe, 5 Quarter Casks of Spanish Wine, 140 Gallons of Wine, 309 Casks of Raisins, 250 Hhds of Salt. Entered from Salem, March 31, 1775.

HANNAH, Schooner, Nathaniel Bosworth, Master, 50 tons, 5 men, built in N. England, 1772, registered Patuxent, 25 May, 1773. Owners (present voyage), Lemuel Cravath & Cumberland Dugan; Cargo, 9 Hhds & 12 Bbbs N E Rum, 1337 Gallons of Rum, 12 Cases Desks & Tables, 16 Bundles of Sole Leather, 4 Bbbs Shoes, 12 Boxes Candles, 1 Trunk of Linen. Entered from Salem, April 4, 1775.

PEGGY, Schooner, John Lothrop, Master, 50 tons, 4 men, built in N. England, 1765, registered Patuxent, 30 Nov^r 1774. Owners (present voyage), Geo Welsh & Elisha Thatcher; Cargo, 21 Hhds & 20 Bbbs N E Rum, 2999 Gallons of Rum, 24 Bbbs & 2 Half Bbbs Mackrel. Entered from Salem, April 10, 1775.

THREE BROTHERS, Schooner, David Smith, Master, 60 tons, 5 men, built in N. England, 1774, registered Salem, 21st Octo^r 1774. Owners (present voyage), David Smith, John Pitts & Sam^l Pitts; Cargo, 78 Casks of foreign Melasses, 5400 Gallons of Melasses. Entered from Guadaloupe, April 17, 1775.

TWO SISTERS, Sloop, Joseph Oakman, Master, 65 tons, 5 men, built in N. England, 1763, registered Patuxent, 28 April, 1775. Owner (present voyage), William Spear; Cargo, 5 Hhds Rum, 500 Gallons of Rum. Entered from Salem, May 1, 1775.

NINETY TWO, Schooner, Isaiah Stetson, Master, 60 tons, 5 men, built in N. England, 1768, registered Salem, 10 Dec^r 1774. Owners (present voyage), Lemuel Cravath & Cumberland Dugan; Cargo, 2 Hhds N E Rum, 220 Gallons of Rum, 4 Sides Sole Leather, 27 Pair Shoes. Entered from Salem, May 1, 1775.

SWALLOW, Schooner, John Lovett, Master, 30 tons, 5 men, built in N. England, 1750, registered Salem, 26 Octo^r 1750. Owners (present voyage), Tho^s Davis & Benj Fisher. Entered in Ballast from St Eustatia, June 27, 1775.

ELIZABETH, Schooner, Nathaniel Cook, Master, 35 tons, 5 men, built in N. England, 1753, registered Patuxent, 8 June, 1771. Owner (present voyage), Melcher Keener; Cargo, 15 Bbls. Mackrel, Sundry Passengers & their Baggage. Entered from Salem, June 28, 1775.

NINETY TWO, Schooner, Isaiah Henson, Master, 60 tons, 5 men, built in N. England, 1768, registered Salem, 10 Dec^r 1774. Owners (present voyage), Lemuel Cravath & Cumberland Dugan; Cargo, 6 Servants. Entered from Bristol, Sept^r 28, 1775.

BOOK OF CLEARANCES.

ELIZABETH, Schooner, George Smith, master, 25 tons, 4 men, built in N. England, 1752, registered Boston, 29 October, 1753. Owner (present voyage) Samuel Bacon; cargo, 200 Bushels of Ind. Corn, 700 Bushls. wheat, 1 barl pork. Cleared for Salem, January 24, 1757. Bond given at Annap^s 24 Janry. 1757.

BONETTA, Sloop, John Smith, master, 40 tons, 5 men, built in N. England, 1749, registered Salem, 16 February 1758. Owner (present voyage) Samuel Smith & Co.; cargo 1200 Bushels of Ind. Corn, 1400 Bushels of Wheat. Cleared for Salem, November 25, 1758. Bond given at Chester, 13 September, 1758.

ELIZABETH, Schooner, George Smith, master, 25 tons, 5 men, built in New England, 1752, registered Salem, 29 October 1753. Owner (present voyage) Samuel Bacon; cargo, 1025 Bushels of Ind. Corn, 100 Bushels of Wheat. Cleared for Salem, Mar. 1, 1759. Bond given at Annap^s 2 March, 1759.

POLLY, Schooner, David Clowes, master, 15 tons, 4 men, built at Sussex, 1760, registered Philadelphia, 25 June 1760. Owner (present voyage) David Clowes & Co.; cargo, 60 Bushels of Indian Corn, 700 Bushels of Wheat, 300 Flax Seed. Cleared for Salem, Sept. 24, 1760. Bond given at Annapolis, 23 Sept. 1760.

POLLY, Schooner, Ephraim Jones, master, 15 tons, 4 men, built in Sussex 1760, registered Philadelphia, 25 June, 1760. Owner (present voyage) Humphrey Smith & Co.; cargoe 1000 Bushels Wheat, 175 Bushels Flax Seed. Cleared for Salem, 15 Nov^r 1760. Bond given at Annapolis, 12 Nov^r 1760.

NEPTUNE, Schr., Jonathan Cooke, master, 50 tons, 5 men, built in New England, 1752, registered Salem, 5 Dec. 1760. Owner (present voyage) Samuel Barton & Co.; cargoe, 1200 Bushels Corn, 300 Bushels Wheat, 30 Bushels Beans. Cleared for Salem, 27 Febry. 1761. Bond given at Annapolis, 27 Febry. 1761.

NEPTUNE, Schooner, Sam^l Grant, master, 50 tons, 5 men, built in New England, 1752, registered Salem, 5th Dec^r, 1760. Owner (present voyage) Sam^l Barton Jun. & Com.; cargoe, 1000 Bushels Corn, 600 Bushels Wheat. Cleared for Salem, Nov^r 13, 1761. Bond given at Chester, 10th Octo^r 1761.

PEGGY & MOLLY, Sloop, David Coffin, master, 30 tons, 4 men, built in N. England, 1761, registered Piscataway 8th May, 1761. Owner (present voyage) Joshua Coffin & Comp^a; cargoe, 1800 Bushels Corn, 50 Bushels Wheat, 100 Bush^s Oats. Cleared for Newbury, Nov^r 14, 1761. Bond given at Annapolis, 14th Nov^r 1761.

PRINCE, Schooner, Jonathan Cook, master, 40 tons, 5 men, built in N. England, 1760, registered Salem, 19th March 1760. Owner (present voyage) Christopher Buber; cargoe, 1600 Bushels Corn, 400 Bushels Wheat. Cleared for Salem, Decem^r 31 1761. Bond given at Annapolis, 21st Dec. 1761.

BETSEY, Sloop, Geo. Glover, master, 20 tons, 4 men, built in N. England, 1753, registered Salem, 12th Oct^r 1761. Owner (present voyage) Joseph Grafton Jun.; cargoe, 1020 (Bushels Corn) 50 (Bushels Wheat) 20 Bushels Beans. Cleared for Salem, May 13, 1762. Bond given at Annapolis, 13th May, 1762.

RANGER, Sloop, George Oakes, master, 55 tons, 5 men, built in N. England, 1762, registered Salem, 24th April 1762. Owner (present voyage) George Oakes & Benjamin Brookes; cargo, 1 Ton of Bar Iron, 7000 Hhd & 3000 Pipe Staves, 6000 feet pine plank. Cleared for Philadelphia, April 23, 1763.

PORTER, Schooner, John Scollay, master, 65 tons, 6 men, built in N. England, 1764, registered Salem, 27 Dec^b 1764. Owner (present voyage) Benja^a Pickman & Co.; cargo, 20 (Bushels Corn) 3600 (Bushels Wheat). Cleared for Salem, October 31, 1765.

HANNAH, Sloop, William Sweetsir, master, 50 tons, 4 men, built in N. England, 1763, registered Salem, 28 June 1763, Owner (present voyage) Will^m Sweetsir & Co.; cargo, 125 Barrels of Flour, 700 Staves & Heading, 66440 lbs. Bread in Bulk. Cleared for Newfoundland, May 21, 1766.

ELIZABETH, Schooner, Nathan Leech, master, 30 tons, 5 men, built in N. England, 1756, registered Salem, 22^d Dec, 1764. Owner (present voyage) Nathan Leech & Co.; cargo, 10 Bushels of Corn, 2200 Bushels of Wheat 1 Barrel of Pork, 1 Barrel of Bread, 6 Bush^s Beans, 150 Bush^s Rye, 1 Bar^l Beef, Some Live Stock. Sundry European Goods parts of Cargo inwards. Cleared for Salem, Nov^r 15, 1766.

DOLPHIN, Schooner, John Millet, 40 tons, 6 men, built in N. England, 1764, registered Salem, 14 Dec^r 1764. Owner (present voyage) Timothy Rogers; cargo, 1301 Bushels of Corn, 134 Bush^s Beans. Cleared for Salem, March 20, 1767.

PRINCE OF ORANGE, Schooner, Mark Burnham, master, 35 tons, 5 men, built in N. England, 1759, registered Salem, 30 March, 1759. Owner (present voyage) Ezechiel Woodward; cargo, 1140 Bushels of Corn, 20 Bushels of Wheat, 3 Bush^s Beans. Cleared for Salem, March 27, 1767.

BETSEY, Schooner, George Wright, master, 60 tons, 6 men, built in N. England, 1766, registered Newbury, 26 Nov^r 1766. Owner (present voyage) John Rand & Co.; cargoe, 500 Bushels of Corn, 155 Barrels of Flour, 78 Barrels of Bread, 14000 Staves & Heading, 1000 Feet Plank, 1900 Hoops, 57000 Shingles. Cleared for St. Kitts, March 15, 1768.

LIVE OAK, Schooner, Joseph Edes, master, 30 Tons, 4 men, built in N. England, 1758, registered Salem, 22d April, 1767. Owner (present voyage) Daniel Sargent & Jacob Allen; cargoe, 30 Bushels of Wheat, 3 Barrels of Pork, 233 Barrels of Flour, 20 Barrels of Bread, 2 Bar^s Beer, 500 Bush^s Salt. Cleared for Salem, Feby. 27, 1770.

VULTURE, Ship, Joseph Skillin, master, 110 tons, 10 men, built in N. England, 1757, registered Salem, 31 Jany. 1758. Owners (present voyage) Jeremiah Lee, cargoe, 4120 Bushels of Wheat, 710 Barrels of Flour. Cleared for Lisbon, Sept^r 1, 1770.

DARBY, Schooner, John Allen, master, 50 tons, 6 men, built in N. England, 1764, registered Salem, 24th Feby, 1764. Owner (present voyage) Jeremiah Lee; cargoe, 2400 Bushels of Corn, 3 Barrels of Pork, 60 Barrels of Flour, 12 Bush^s Beans, 6 Bush^s Pease. Cleared for Marblehead, Jany. 26, 1770.

POLLY, Schooner, David Bickford, master, 45 tons, 5 men, built in N. England, 1765, registered Salem, 9 April 1765. Owners (present voyage) David Bickford & William West; cargoe, 1400 Bushels of Corn, 200 Bushels of Wheat, 12 Bush^s Beans, 10 Bush^s Pease. Cleared for Salem April 16, 1771.

SPRY, Sloop, Samuel Townsend, master, 15 tons, 3 men, built in New Jersey, 1767, registered in Salem, 6th July 1768; Owners (present voyage) John Mackie & Sam. Townsend; Cargoe, 23 Barrels of Flour. Cleared for New Jersey, May 4, 1771.

POLLY, Brig, Stephen Blaney, master, 70 tons, 6 men, built in N. England, 1771, registered Salem, 2^d Jany. 1771. Owners (present voyage) Jno. Pedrick & Ebenezer Stacey; Cargo, 3070 Bushels of Wheat, 60 Barrels of Flour, 1500 lbs. Ship Bread. Cleared for Lisbon, May 16, 1771.

MANCHESTER, Schooner, William Tarring, master, 50 tons, 6 men, built in N. England, 1771, registered Salem, 4 March, 1771. Owners (present voyage) William Lee & Jeremiah Lee; Cargo, 43 Tierces of Bread, 1626 Bushels of Corn, 203 Barrels of Flour, 4 Tons of Bar Iron, 4 Hhds Bran & 5 Tons of Bees Wax, 2 Doz. Pair of Shoes. Cleared for Salem, May 2, 1772.

LIBERTY, Schooner, James Genn, master, 40 tons, 5 men, built in N. England, 1767, registered Salem, 14 April, 1767. Owner (present voyage) Daniel Rogers; cargo, 2 Tierces for bro Sugar 14 Ct. 1 qr. 0 lb. 1 Bag of Cotton 150 lbs., 390 Barrels of Flour, 2 tons of Bar Iron. Cleared for Salem, 17 Feby, 1773. Bond given at Annapolis, 17 Feby 1773.

ROBIN, Schooner, James Saunders, master, 40 tons, 6 men, built in N. England, 1766, registered Salem, 8 Dec^r 1766. Owners (present voyage) Peter Frye & Eleazer Ober; cargo, 2200 Bushels of Corn, 25 Bush^s Beans, 12 Bush^s Pease, 25 Bush^s Rye, 30 lbs. Chocolate, 5 Hogs, 4 Dozen Poultry. Cleared for Salem, March 8, 1773.

RANGER, Schooner, John Pearce, master, 55 tons, 6 men, built in N. England, 1762, registered Salem, 23^d March, 1773. Owners (present voyage) John Pearce, jun^r; cargo, 120 Bushels of Corn, 382 Barrels of Flour, 300 feet of Walnut Plank, 100 Bushels of Rye. Cleared for Marblehead, May 27, 1773.

WOLFE, Brig, Amos Grandy, master, 90 tons, 8 men, built in N. England, 1764, registered Salem, 10 April, 1773. Owners (present voyage) Amos Grandy & Jacob Fowle; cargo, 2000 Bushels of Corn, 1900 Bushels of Wheat, 200 Barrells of Flour, 80 Bush^s Beans. Cleared for Lisbon, May 29, 1773.

YOUNG AFRICA, Brig, William Coles, master, 100 tons, 9 men, built in N. England, 1773, registered Salem, 1st April, 1773. Owner (present voyage) Jeremiah Lee; cargo, 4 Casks cont'g 1200 lbs. of Bees Wax, 1300 Barrels of Flour, 8000 Staves & Heading. Cleared for Bilboa, 15 July, 1773.

YOUNG PHOENIX, Brig, David Lee, master, 100 tons, 9 men, built in N. England, 1771, registered Salem, 19th Aug. 1771. Owners (present voyage) Will^m & Jere^h Lee; cargo, 1057 Barrels of Flour. Cleared for Bilboa, 15 Dec 1773.

HOPE, Schooner, Benjamin Cook, master, 40 tons, 5 men, built in N. England, 1765, registered Salem, 13 Febry, 1772. Owner (present voyage) Richard Derby; cargo, 330 Barrels of Flour. Cleared for Salem, Jan^y 11, 1774.

HORTON, Schooner, John Allen, master, 50 tons, 5 men, built in N. England, 1770, registered Salem, 25 March, 1772. Owners (present voyage) Joseph & Jeremiah Lee; cargo, 900 Bushels of Corn, 448 Barrels of Flour, 35 Barrels of Bread, 87 Bush^s Rye, 27 Bush Beans, 60 lbs. Feathers. Cleared for Marblehead, Febry 18, 1774.

MARY, Schooner, Francis Grandy, master, 40 tons, 6 men, built in N. England, 1755, registered Salem, 2^d Augst 1773. Owners (present voyage) Frances Grandye & Jacob Fowle; cargo, 2100 Bushels of Wheat, 600 Bush Beans. Cleared for Allicant, Febry 18, 1774.

HAWKE, Schooner, Benjamin West, master, 40 tons, 5 men, built in N. England, 1765, registered Salem, 28 Oct, 1765. Owner (present voyage) Jonathan Gardner; cargo, 264 Barrels of Flour, 1000 Staves & Heading, 8 Hhds. of Rye, 2000 Shingles. Cleared for Salem, March 19, 1774.

BETSEY, Schooner, Silas Nowell, master, 60 tons, 6 men, built in N. England, 1771, registered Newbury, 28 June, 1773. Owners (present voyage) Rob^t and Nath^l Tracy ; cargo, 2657 Bushels of Wheat, 120 Barrels of Flour, 7500 Staves & Heading. Cleared for Cadiz, March 19, 1774.

MANCHESTER, Schooner, William Tuck, master, 50 tons, 6 men, built in N. England, 1771, registered Salem, 4 March, 1771. Owners (present voyage) W^m & Jeremiah Lee ; cargo, 2500 Bushels of Wheat, 10 Bush^s Beans. Cleared for Cadiz, March 23, 1774.

PELICAN, Schooner, William Tucker, master, 40 tons, 6 men, built in N. England, 1756, registered Salem, 21 April, 1773. Owner (present voyage) Jeremiah Lee ; cargo, 627 Barrels of Flour, 4 casks of Bees Wax. Cleared for Bilboa, March 23, 1774.

HAWKE, Schooner, Philip Thrash, master, 50 tons, 7 men, built in N. England, 1772, registered Salem, 18 Sept^r 1772. Owners (present voyage) Joseph & Jere^h Lee ; cargo, 2801 Bushels of Wheat. Cleared for Lisbon, March 30, 1774.

SUSANNAH, Schooner, Nathaniel Dodd, master, 40 tons, 5 men, built in N. England, 1763, registered Salem, 23^d Dec^r 1773. Owners (present voyage) Joseph Bubier & Jacob Fowle ; cargo, 1 Hhd. contg. 115 Gall^s N. E. Rum, 1222 Bushels of Corn, 100 Barrels of Flour, 40 Barrels of Bread, 98 Bush^s Rye, 12 Bush^s Beans, 12 Bush^s Pease. Cleared for Marblehead, April 11, 1774.

YOUNG AFRICA, Brig, William Coles, master, 100 tons, 9 men, built in N. England, 1773, registered Salem, 21 April, 1773. Owner (present voyage) Jeremiah Lee ; cargo, 1321 Barrels of Flour, 6500 Staves & Heading. Cleared for Bilboa, April 28, 1774.

WOOLFE, Brig, Amos Grandy, master, 90 tons, 8 men, built in N. England, 1764, registered Salem, 10 April, 1773. Owners (present voyage) Amos Grandy & Jacob Fowle ; cargo, 2000 Bushels of Corn, 2000 Bushels of Wheat, 200 Barrels of Flour, 16 Barrels of Bread, 150 Bush^s Beans. Cleared for Alicant, April 28, 1774.

HORTON, Schooner, John Allen, master, 50 tons, 6 men, built in N. England, 1772, registered Salem, 25 March, 1772. Owners (present voyage) Joseph & Jerem^h Lee; cargoe, 340 Bushels of Wheat, 400 Barrels of Flour, 4000 Staves & Heading, 280 Bush^s Beans, 12 Quintals of Fish. Cleared for Alicant, May 9, 1774.

SALLEY, Brig, Wiat St^t Barbe, master, 70 tons, 6 men, built in N. England, 1773, registered Salem, 24 Aug^t 1773. Owners (present voyage) John & Jacob Fowle; cargoe, 2900 Bushels of Corn, 400 Barrels of Flour. Cleared for Bilboa, May 14, 1774.

LITTLE FORTESQUE, Schooner, John Leighton, master, 35 tons, 3 men, built in N. England, registered Patuxent, 3^d June 1774. Owners (present voyage) Fortesque Vernon & Thos. Coverly Vernon; cargoe, 1400 Bushels of Corn, 1/2 ton Bar Iron. Cleared for Marblehead, June 9, 1774.

DOVE, Sloop, Will^m B. Cotton, master, 35 tons, 3 men, built in N. England, 1762, registered Salem, 18 July 1771. Owners (present voyage) Miles Ward & Joseph Blany; cargoe, Ballast. Cleared for N^o Carolina, June 18, 1774.

BILBOA, Ship, Richard Stacy, master, 105 tons, 11 men, built in N. England, 1774, registered Newberry, 25 April, 1774. Owners (present voyage) Stephen Hooper; cargoe, 2 Tierces & 6 Bbls. contg. 251 Gal^s of Rum part of Cargo imp^t, 1658 Barrels of Flour. Cleared for Bilboa, July 7, 1774.

TWO BROTHERS, Sloop, George North, master, 45 tons, 4 men, built in N. England, 1769, registered Salem, 16 June, 1769. Owners (present voyage) Jn^o & Rob^t Given; cargoe, 180 Barrels of Flour, 30 Barrels 50 Kegs of Bread, 10000 Staves & Heading, 20 Hhds. Indian Meal, 34 Hhds. of Oats, 6000 feet of Plank, 20000 Shingles, 10 Bbls. Herrings, 3000 Hoops. Cleared for Antigua, July 15, 1774.

ELIZABETH, Schooner, Josiah Godfrey, master, 35 tons, 4 men, built in N. England, 1753, registered Patuxent, 8 June, 1771. Owner (present voyage) Melcher Keener; cargo, 527 Barrels of Flour. Cleared for Salem, July 25, 1774.

AMERICA, Sloop, Perkins Allen, master, 90 tons, 5 men, built in N. England, 1764, registered Boston, 28 Febry, 1765. Owners (present voyage) John Soley & 3 others; cargo, 4000 Bushels of Corn, 2 Barrels of Pork, 20 Barrels of Flour, 21 Barrels 19 Kegs of Bread. Cleared for Salem, August 8, 1774.

ENDEAVOUR, Schooner, Robt. Harding, master, 45 tons, 6 men, built in Maryland, 1774, registered Chester, 15 Augst 1774. Owner (present voyage) Rob^t Harding; cargo, 3000 Bushels of Corn. Cleared for Salem, August 31, 1774.

ELIZABETH, Schooner, Litchfield Luce, master, 35 tons, 5 men, built in N. England, 1753, registered Patuxent, 8 June, 1771. Owner (present voyage) Melcher Keener; cargo, 524 Bbls. of Flour, 1 Ton of Bar Iron. Cleared for Salem, Oct^r 15, 1774.

NINETY TWO, Schooner, Joseph Smith, master, 60 tons, 5 men, built in N. England, 1768, registered Boston, 21 April, 1774. Owners (present voyage) Nehemiah Somes, Eben^r Wales & Joseph Smith; cargo, 996 Bbls. 24 Half Bbls. of Flour, 11 Hhds. Bran. Cleared for Salem, Oct^r 26, 1774.

NANCY, Brig, Thomas Davis, master, 80 tons, 6 men, built in N. England 1765, registered Boston, 29 May, 1772. Owner (present voyage) Joshua Winslow; cargo, 946 Bbls. of Flour, 1000 Staves & Heading. Cleared for Salem, Nov^r 5, 1774.

SALLY, Schooner, Nathaniel Gray, master, 50 tons, 6 men, built in N. England, 1763, registered Patuxent, 28 Apr^l 1773. Owner (present voyage) Melcher Keener; cargo, 6 Firkins Butter, 828 Bbls. of Flour, 5 Hhds. Bran. Cleared for Salem, Nov^r 7, 1774.

TWO BROTHERS, Sloop, Henry Woolf, master, 45 tons, 4 men, built in N. England, 1769, registered Patuxent, 20 Oct^r 1774. Owners (present voyage) Henry Woolfe; cargo, 372 Bbls. of Flour, 160 Bbls. of Bread, 2 Tons of Bar Iron, 400 Staves & Heading. Cleared for Salem, Nov^r 14, 1774.

SNOW GUARDOQUI, George Gordon, master, 100 tons, 9 men, built in N. England, 1773, registered Salem, 14 October, 1773. Owner (present voyage) Jerem^h Lee; cargo, 1250 Bbls. of Flour. Cleared for Marblehead, Nov^r 16, 1774.

HAWKE, Schooner, Nicholas Bartlett, master, 45 tons, 5 men, built in N. England, 1755, registered Salem, 9th October, 1770. Owners (present voyage) Israel Forster and 3 others; cargo, 1700 Bushels of Corn, 224 Bbls. of Flour. Cleared for Marblehead, Nov^{br} 16, 1774.

POLLY, Sloop, Enoch Howes, master, 45 tons, 6 men, built in N. England, 1766, registered Boston, 29 Jan^r 1774. Owner (present voyage) Shubael Downes; cargo, 515 Bbls. Flour, 40 Bbls. of Bread, 3500 Staves & Heading. Cleared for Salem, Dec^{br} 5, 1774.

PEGGY, Schooner, Silas Burgess, master, 50 tons, 5 men, built in N. England, 1765, registered Patuxent, 30 Nov^r 1774. Owners (present voyage) Elisha Thatcher & George Welsh; cargo, 8 Firkins of Butter, 600 Bbls of Flour, 20 Bbls of Bread, 3 Tons of Bar Iron, 56 Casks cont. 358 Bush^s Rye, 2 Hhds contg. 13 Bush^s Beans, Registered* at Salem, Dec^{br} 8, 1774.

QUERO, Schooner, Wm. Carlton, master, 45 tons, 5 men, built in N. England, 1765, registered Salem, 9th Oct^r 1765. Owner (present voyage) Richard Derby; cargo, 800 Bushels of Corn, 170 Bbls of Flour, 100 Bushels Beans, 100 Bbls. Salmon. Cleared for Gibralter, Dec^{br} 16, 1774.

*Probably should be "Cleared for."

ELIZABETH, Schooner, Litchfield Luce, master, 35 tons, 5 men, built in N. England, 1753, registered Patuxent, 8 June, 1771. Owner (present voyage) Melcher Keener ; cargo, 520 Bbls. of Flour, 1 Hhd. Bran. Cleared for Salem, Dec^{br} 16, 1774.

NABBY, Brig, Dan^l Sanders, master, 85 tons, 7 men, built in N. England, 1773, registered Salem, 22 Oct^r 1773. Owners (present voyage) Tho^s Mason & Jon^a Peale ; cargo, 5 Tierces of brown Sugar, 500 Bbls. of Flour, 3 Tons of Bar Iron. Cleared for Salem, Dec^{br} 19, 1774. Bond dated Annapolis, 19 Dec^{br} 1774.

SUSANNAH, Schooner, Amos Grandy, master, 40 tons, 5 guns*, built in N. England, 1763, registered Salem, 23 Dec^r 1773. Owners (present voyage) Joseph Bubier & Jacob Fowle ; cargo, 2000 Bushels of Corn, 100 Barrels of Flour, 100 Barrels of Bread. Cleared for Salem, Dec^b r30, 1774.

NINETY TWO, Schooner, Nathaniel Cook, master, 60 tons, 6 men, built in N. England, 1768, registered Salem, 10 Dec^r 1774. Owners (present voyage) Lemuel Cravath & Cumberland Dugan ; cargo, 1025 Barrels of Flour, 1 Ton of Bar Iron, 3 Bbls. Beer, 199 Bush^a Bran. Cleared for Salem, March 8, 1775.

SALLY, Schooner, Peter Fanuel Jones, master, 45 tons, 6 men, built in N. England, 1771, registered Salem, 9th April, 1771. Owners present voyage) John Gerry ; cargo, 3604 Bushels of Wheat. Cleared for Cadiz, March 10, 1775.

DOLPHIN, Schooner, Joseph Proctor, master, 45 tons, 6 men, built in N. England, 1773, registered Salem, 2^d April 1774. Owner (present voyage) John Gerry ; cargo, 3000 Bushels of Wheat. Cleared for Cadiz, March 11, 1775.

NABBY, brig, Jonathan Mason, master, 85 tons, 8 men, built in N. England, 1773, registered Salem, 22^d Octo^r 1773. Owners (present voyage) Tho^s Mason & C^o ; cargo, 14 Bbls. N E Rum 400 Gal^s part of the Cargo imported, 5250 Bushels of Wheat, 300 Barrels of Flour, 150 Bush^s of Beans. Cleared for Lisbon, March 13, 1775.

SALLY, Schooner, Thorndick Deland, master, 40 tons, 5 men, built in N. England, 1773, registered Salem, 10th April, 1773. Owner (present voyage) Clark Gayton Pickman; cargo, 30 Half Bbls. of Flour, 377 Barrels of Flour. Cleared for Cadiz, March 21, 1775.

SALLY, Schooner, Nath^l Gray, master, 50 tons, 5 men, built in N. England, 1763, registered Patuxent, 28 April, 1773. Owner (present voyage) Melcher Keener; cargo, 5 Tubs of Butter, 830 Barrels of Flour. Cleared for Salem, April 1, 1775.

THREE BROTHERS, Schooner, David Smith, master, 60 tons, 5 men, built in N. England, 1774, registered Salem, 21 Oct^r 1774. Owners (present voyage) David Smith & 3 others; cargo, 1800 Bushels of Corn, 500 Barrels of Flour, 6 Barrels of Bread, 1500 Staves & Heading. Cleared for Nova Scotia, May 1, 1775.

NINETY TWO, Schooner, Isaiah Stetson, master, 60 tons, 7 men, built in N. England, 1768, registered Salem, 10 Dec^r 1774. Owners (present voyage) (Lemuel Cravath & Cumberland Dugan; cargo, 1030 Barrels of Flour, 2500 Staves & Heading. Cleared for Bristol, May 3, 1775.

UNION, Brig, David Ross, master, 85 tons, 7 men, built in N. England, 1765, registered Salem, 9 Augst 1765. Owners (present voyage) Thomas Gerry & 3 others; cargo, 4764 Bushels of Wheat, 263 Barrels of Flour. Cleared for Bristol, May 20, 1775.

SWALLOW, Schooner, John Lovett, master, 30 tons, 5 men, built in N. England, 1750, registered Salem, 26 October, 1750. Owners (present voyage) Thomas Davis & Benj^a Fisher; cargo, 300 Bushels of Corn, 353 Barrels of Flour, 300 Hoops, 100 Shaken Casks. Cleared for Antigua, July 12, 1775.

NABBY, Brigg, Daniel Sanders, master, cleared for Salem. Bond for £1000, given by Daniel Sanders & W^m Neill, 19 Dec^r 1774. Cancelled 20 Feby. 1775.

THE AMPHIONS.

BY HERBERT E. VALENTINE.

This society was composed of young men of Salem and vicinity, and the rapid progress made in its chosen field indicated honest effort and devotion to their work "con amore." There was little attempt at organization, as, so far as is known, only a secretary, Mr. John C. Chadwick, was chosen. The musical director was Mr. B. J. Lang. The first meeting was held on Friday evening, October 26th, 1860, in Mr. Lang's room in Downing Block, on Essex street, where subsequent rehearsals were held. The first book used by the club was "Mendelssohn's Four-part Songs," the English version by J. C. D. Parker, other music being added from time to time. Mr. Lang imported several sets of German songs, called the "Orpheus," which added many beautiful numbers to its repertoire. With the excitement that was "in the air," on account of political events, it was inevitable that patriotic songs should become quite a feature of the Club's work, and these were in manuscript, arranged expressly for its use.

The public work of the "Amphions" was somewhat meagre and the record of it is to be found mainly in the programs and the newspaper notices of the time. The following notice is from a Salem paper of February 5th, 1861:—

"Grand Concert. Sig. Giorgio Stigelli will give a Grand Concert at Lyceum Hall this Tuesday evening, assisted by Mlle. Carlotti Patti and B. J. Lang, pianist. The Amphions of Salem have also kindly volunteered their services. Tickets 50 cents." There seems to be no record of the music sung by the Club on this occasion.

March 16th, 1861, the Mendelssohn Quintette Club gave a concert in Mr. Lang's room, at which the "Amphions" sang by invitation. The Club acquitted itself so well that it was invited to sing in a series of classical con-

certs in Boston. This invitation, while much appreciated by the society and its director, was declined, as it seemed desirable that the Club should have more practice.

The first concert given by the "Amphions" occurred April 18th, 1861, in Mechanic Hall. The newspaper announcement was as follows:—"The Amphions of Salem announce to their friends and the public a Grand Concert of Vocal and Instrumental Music, in which they will be assisted by Miss Louise Adams. The programme contains the entire scene from the Opera of *Der Freischutz*; Two scenes from *Il Trovatore*, containing the beautiful Tenor Song, Soprano and Tenor Duo, Grand Soprano Aria, and the famous *Miserere* for Male Chorus, together with a choice selection from the Club's new music, lately received from London." Beside the music indicated in the above announcement, the club sang several patriotic songs from manuscript.

May 1st, 1861, a concert was given by the "Amphions" in aid of the families of volunteer soldiers. The program was as follows:

Salem, May 1st, 1861.

Part First.

1. America, My country 'tis of thee.
2. Serenade, Oh, why art thou not near me?.....*Marschner*
The Amphions.
3. Grand scene and prayer from *Der Freischutz*.....*Weber*
4. Chorus, with solo, Soldier's love.....*Kucken*
The Amphions.
5. Grand Fantasie on theme from *La Musette de Portici*..*Thalberg*
B. J. Lang.
6. Song, Parting.....*Otto*
The Amphions.
7. Song from *La Fille du Regiment*, Salut a la France...*Donnizetti*
8. Hail Columbia, Tenor Solo and Chorus.
The Amphions.

Part Second.

9. Song, The Flag of our Union.....*Wallace*
10. a. Part Song, Never doubt my truth.....*Kennet*
b. Chorus and Solo, Come, boys, drink and merry be.*Marschner*
The Amphions.

11. Two scenes from Act 5, *Il Trovatore*, consisting of Grand Soprano Aria, Tenor Song, Soprano and Tenor Duo, and Miserere for Male Chorus.

S. P. Driver and the Amphions.

12. Grand Transcription for left hand.

B. J. Lang.

13. Star Spangled Banner.

The Amphions.

14. *Vive la America*..... *Wallace*

15. Quartette and Chorus, *The Recompense*.

The Amphions.

A war meeting was held in Mechanic Hall, October 3d, 1861, presided over by Mayor Stephen P. Webb, at which the "Amphions" sang. October 14th, 1861, the "Amphions" sang at a meeting in Mechanic Hall, held in the interest of recruiting. Company "F" of the Twenty-third regiment Mass. Vol. Infantry was present in a body, and its members were mustered into the service of the United States by Lt. Col. Henry Merritt. This proceeding was somewhat spectacular in its nature, and we presume had the effect desired upon the minds of young men present in the audience. From this time the membership began to decline in point of numbers. One member had already departed for the "three months' service," and now five more left the Club, one going out in the Nineteenth Mass. and four entering the ranks of the Twenty-third Mass., about thirty per cent. of the membership enlisting in the army. Incidentally it may be said that those of the "Amphions" who enlisted in the Twenty-third had many opportunities for singing together during the early days of their term of service, as the regiment did patrol duty in New Berne, N. C., for about six months. They often, with others, furnished the music for services in the various churches.

The "Amphions" seem to have struggled on in spite of desertions, until 1862, when they were obliged to yield to the inevitable and give up their organization. It is probable that this society would have filled a larger place in the history of music in Salem, had not the on-coming Civil War, with its demands for men, depleted its membership, and caused, thus early, its disbandment.

REVOLUTIONARY LETTERS WRITTEN TO
COLONEL TIMOTHY PICKERING.

BY GEORGE WILLIAMS OF SALEM.

(Concluded from Volume XLV, page 129.)

Salem, April 26, 1781.

D^r Sir

Yours of the 12th came to hand a few days past. Last night yours p^r m^r Jn^o White. I have sent to m^r Nathan Nichols to call and Take the 5663 60-90 doll^{rs} old emissions. Please to give me Credet for the same.

You have inclosed M^r Johⁿ Whites receipt for one hundred hard Spanish Mill^d doll^{rs} which you will Credet me. Your 3 Bills in Faver of M^r Hodgdon shall be paid at sight.

You desirred me to inquire of David Ropes for the Carracter of Primes. He & his wife Tells me he was very Honest wile with them, & is a freeman.

You mention my procuring half a bb^l of Rum. I hope you have got it & all the other stores. Am very Sorry you did not send for more at First as I am fearfull I shall not git you any old Rum but shall indever to git you the Best I can and send it to Boston soon.

I mentioned to you some Time past I had entred into Trade again. I have Lost part of Two ships & a Brig at S^t Eustatia by that old Rodney. Thay ware very valable and now I am reduced to a Brig in C^o with my son's which is at sea. The above three if had got home safe was to have been fited out for priverteers. This is the second great disapointment to me. and it is hard giting New Ships, and it falls very hard on many of your pertic-

uler Freinds. Brother Gardner this winter has Lost every Ton of Shiping he was Intresed in.

If I purchas into priverteers I shall Lay out the Last doller I have, only what I have in the lands which is reduced much.

As you are at head quarters if any Alterration in our publick affairs is Likely to Take place, please to Let me know as Britton is got to war with the dutch I hope the other powers will joine & go to war with him.

N. B. All goods from the Capter of Eustatia is Taking a rise. You have inclosed a Letter fr^o M^r Firginson. Also one from y^r Brother.

To

Timothy Pickering Esq^r
Quarter Master General

Head Quarters

p^r Faver }
of M^r Jn^o White }

Timothy Pickering MSS., Vol. 18, p. 89.

Hartford, May 18, 1781.

D^r Sir,

You will wonder how I came hear. It was to git the opinion of M^r Elsworth, consering the Captor of my only Brig, taken & retaken, and Brought into Norwich, and the Late ordinance of Congeres has deprived me of Salvage, so I have Lost a great Intrest added to my other Loses will amount to a very Great Sum for me.

Millet got to Salem Last Friday, and I set off on Saturday and gave orders to my wife to Let Millet have the 500 hard doll^s or Gould equal, and your Memorandum for Sundry Articales to have them got, and he Told me he would set of on Tusday Last. I call'd at Boston, and orderd ye Silver Cups made according to your order, and will be ready by the Time y^r wife comes as Millet says he shall return home soon after he gets to Head quarters.

I Left all Freinds well and we wish to see you, and hope soon to see y^r wife & Son, if I had not have been so

unfortunite as I am so nigh you I would have come & see you and have Compened your wife to Salem. Must return home to indever to purches into Some Shipes to make up my Loses, as thay are gone & going out Soon.

To Timothy Pickering Esq^r Quarter Master General
 Head Quarters
 for Chain of Dragoon
 Expresses

Timothy Pickering MSS., Vol. 18, p. 95.

Salem, June 12, 1781.

Dear Sir,

Rec^d yours by Millet, Last night by Primes, and have gave him an order on M^r Burt for the 1 1-2 dozen of Cups. Hope thay will be to your Liking. M^r Burt sent me word thay would be Finished this day so I hope he will not be detan'd.

You mentioned you regret my misfortune. I am obliaged to you for it. The Misfortune is very Great on my Acco^t. I dont mind it. Your sister & her sons is Troubled much, as we had a very good prospect of making money.

You also mention that the money you have had of me puts me to any inconvenience you would mortgage or sell to repay me. At present I can due with out it. If Misfortune should further attend me I shall Let you know. If you should want more & it is in my power shall allways be ready to Serve you.

I have purchas'd Latly Small parts of the Following Ships.—Ship call'd the Royal Louis, 16 Guns, 6th Priverteer, Ship call'd Marquis deLafayeett, 16 Guns, 4th Priverteer, A New Ship 11 Guns gone to West Indies, a old Brig for West Indies.

The Royal Louis has sent in a small prise Bound to quebeck Loaded with French wines, Salt, Flouer, hard ware & a few Bails of Marchandize which thay Took on Board of s^d Ship. Other news I refer you to Boston paper. Please to due me the Favour if any Flag of Truce

should be sent into York, to send to the Comissory of prisoners if my Brother Henry Williams is not exchanged if he will Let him come out on Perole. I will send one by the First Flag to York or Halifax for him with out Faile.

Yours by Riche came safe to hand a day or Two past. He was Taken and carried into Newburyport. If you have any Demands on him Let me know.

The Accot of what I have purchased for you, you would have had before this. The cask of wine I had of Cap^t Peele he will not give me the account of it. The Lofe Sugar Cap^t Barth^o Putnam gave it to you & Jon^a Gardner 1/2 Q^{tl} of y^e Fish, & if Cap^t Peele will not give y^e Bill I will soon send the charge of all the goods sent you, but the wine.

You sent for a bb^l of Rum and I could not find any good Rum but at one place thay would not Let me have it. Sence my return from Hartford have not been able to go out, and the First good Rum I will purchas.

Shall have some of your money Left I rece^d of Col^o Hatch. The old mony is allmost at a stand.

I and many of y^r Freinds is much obliaged to you for the news you mentiond in your Letter. Please to acquaint me of any news or movements of y^e Army. Shall give you account of any thing New this way.

N. B. Betsey Gardner marred to D^r Blanchard. (in haste as primes is going)

Timothy Pickering MSS., Vol. 18, p. 97.

Salem, May 6, 1782.

D^r Sir

Your's of the 15th ultimo came to hand a few days past. You mentioned M^r Hodgdon informed you of my coming to Pheladelphia. I shall not come as M^r Lowel goes their.

If you have not recived mine consering the Brewery I found it would not Answer while Allmost every Famely is a Brewery & White Rum is used so Freely. I sent Col^o Hatch's Letter to him & the Last Time I saw him he

Told me it would not Answer. He promised me he would wright you consering it.

I have paid your Two Bills. I have received Savages, Lamberts, & have the promise of Holmes to day.

I am Sorry to Informe you Misfourtune on Misfourtune is befalling me. That I have no money Left on hand. The publick & the Littel Trade Left will not support my Large Famely. If I have no success this Sumer I am fearfull I shall be obliaged to Turn out and go to Sea again. Dont draw on me again. If I should have Success & you should want I should be glad to Serve you.

Your Stores you desired shall be sent to Col^o Hatch by the First Coster for Boston.

Your Brother & Sisters is much Grieved that the publick dont pay you, & some other Freinds say you have the handling of a great deel of money, the Labourer is worthy of his hire, and say you ought to pay your self. I hope the Time will come that you & all that is conserved with the publick will get their due. It is distressing hear to many that has Lent & served the publick.

The marchants hear in this Town is Lost in the course of the Last year past a great deal of money. What Littel is Left if no Success this year we shall be in great distress. All our Freinds has been great suffers. Our Kinsman John Gardner is in New Yorke a prisoner. If you can send in for him & thay will Let him come out on Pe-role the first prisoner hear that comes in shall be sent for him.

Timothy Pickering MSS., Vol. 18, p. 132.

Salem, Jan. 4, 1783.

D^r Sir

Your Last was the 9^t Oct^o. All most ever since I have been indivering to go to Toms river in the Jersies, to purchase a sloop that I owned part of which was run ashore their Last fall, & the master sold her and what was saved, but have gave over, that is the reason you have not heard from me.

Brother John received a Letter a few days past informing that your wife &c had recovered their Healths which we all rejoice for their recovery. You often desire to know the well Fair of your Friends. They are all a Live & well but Mrs Pickman which died this fall past. They have been in Trade very unfortunate in this unhappy war. I have with sons Labour'd hard this Two years past and have Lost by the enemy a goodeal of money. The French Fleet coming to Boston has hurt the Trade of this Town to a very Great Am^o. The English ships of war has Kept crursing in our Bay & have Taking a great many of our privateers & marchant Vessels which cost their owners a very Large Sum. I have but part of Two ships Left. One in Nants, Cap^t Buffington of the Ship Marques dela-fiatte, the other gone to Suranam. If thay should miscarre I am done Trading.

Brother Gardner & Dodge has Lost all their parts of Vessels thay was consarned in and a great many others of this Town.

The Town of Marblehead is Lost all but 2 or 3 Vessels, the Town of Beverly is all most in the same order except John & Andrew Cabbets. They have in France 2 3/4 parts of three ships that has Takin and carred into the ports of France about 4000 hh^{ds} suger & Rum, besides Coffe &c & severel other prizes which makes up their Fortune. Joseph Lee, E^d Allen & H. Gardner owns the other 1/4 parts.

Our Good Mother groes old and some what childish and she mornes much for you, wife &c and desired me to Acquaint you that she desires you would come home & Bring wife &c but Brother John &c Told her the war was a most over and then you would come home & Bring wife &c. This is to Keep my word good with Mother, & by your next a few Lines to her would please her much as she is old.

I shall acquaint you weekly or monthly of any news this way. If you have Time give me the News with you. N. B. As you are at headquarters you will oblige me & many of your Freinds, the Marchants of this Town, if you will Acquaint me if any prospect of peace or not, as the

marchants of this Town has a number of New Vessels on the Stocks to be built this Winter & Spring, some for privateers, &c.

Timothy Pickering Esq^r Quarter Master General
Head Quarters or Philadelphia.

Timothy Pickering MSS., Vol. 18, p. 124.

At Boston, Jan^y 29, 1783.

Dear Sir

This Instant received yours of 17th and shall go home tomorrow & deliver the inclosed to our good mother which I hope will cheer her old Heart.

You mention for the most diligent and painfull exertions, is returned ingratitude, which is often received for their publick Services, which I know & see others have received, & I was in hopes you would not have had Accation to have found Fault. Please to remember the Labour^r is worthy of hire. Indever to keep your pay for your services at the Board of War if you can in your hands & also for your Last Services if posible. When out of publick Services Joseph is not known.

I have been informed your pay is reduced to one half. I hope the war will soon be over. Nothing new by the Last ships from Holland. This morning a prise ship to Capt Manly arrived hear. She was from London. Taken in the West Indies. Had on board provisions—

I am very Sorrow you could not have spared the Time to come this way this winter, and to see if nothing could be done for you this way. All Freinds this way is well when I Left home. Any Thing Turns up shall Let you know According to my Last promise. Please to inform me if any thing new with you. Excuse this as the Gentlemen is going out this Instant.

Timothy Pickering Esq^r
Quarter Master General
Newburgh

Timothy Pickering MSS., Vol. 18, p. 142.

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THE FRENCH ACADIANS IN ESSEX COUNTY AND THEIR LIFE IN EXILE.

BY GEORGE FRANCIS DOW.

The French Acadians, sometimes improperly styled French Neutrals, who inhabited the western part of Nova Scotia in the vicinity of the Basin of Minas, were carried into exile among the English settlements along the Atlantic coast in accordance with a decision reached on July 28th, 1755, by the Governor and Council at Halifax. The first embarkation took place on the 8th of October and according to the best evidence families were kept together as much as possible. As nearly as may be computed the number of men, women and children transported was about six thousand. They were distributed along the coast from Maine to Georgia, nowhere finding a welcome, of alien birth and religion, a financial burden on the various towns where they chanced to be located, who can wonder that their lot was a hard one. Over one thousand Acadians found lodgement in Massachusetts and a committee was appointed by the General Court for the duty of distributing them among the several towns. These towns, while burdened with the care of the Acadians, were to be reimbursed from the Provincial treasury for all expenses that might be incurred in their support, for at the first the Acadians declared themselves to be prisoners of war and refused to work.

The towns adopted various methods in performing this duty. Usually some old building was rented and food supplies were allotted from time to time. In Lancaster, Mass., the Acadians were billeted among the farmers at 2s. 8d. per week. In making assignments among the various towns no consideration seems to have been given to the previous occupations of the aliens. At Lancaster, for example, the father of the family was a fisherman and as the town is situated nearly forty miles from the ocean there could be no opportunity for him to ply his trade. As water seeks its level, it is not strange that the family finally turned up at Weymouth on the coast, notwithstanding the fact that selectmen's permits were lacking, for journeying from one town to another without a permit signed by two selectmen was strictly forbidden by law, under penalty of five days imprisonment or ten lashes, and after much controversy and petition, there this family remained. The authorities seem to have had excellent reasons for placing many of these families at a distance from the sea shore as appears from the following petition :—

“To the Hon^{ble} the Council and House of Representatives in General Court now Sitting at Boston, Octob^r 6, A. D. 1756.

“Humbly Shew the Overseers of the Poor of the Town of Marblehead, that they have now under their Care Thirty-Seven of the late Inhabitants of Nova Scotia, of whome Sixteen are men (most of them Sea men). Those people for want of Convenience in the Town, were placed in three Houses near together, at a place called the Ferry, near to Salem Harbour, a mile at least from the Town Inhabitants, where they Stil remain. That their being together, and so remote from the Town gives them greate oppertunities of Caballing together & forming designs free from the notice of sd Over Seers, and 'tis generally Apprehended that the sd French may with ease put themselves & Families on board a Vessel or Vessels in either Salem, or this Harbour and make their escape in the night, which the Forts of these Harbours are in no condition to prevent. That tho in the Summer Season the men were considerably Employed

in Labour whereby they partly subsisted their Families yet in the Winter Season there will be no Imployment for them in this place, so that those Families (who are in want of everything) must be supplied by sd Overseers at the public Charge which must be much greater here than in the Country.

“Wherefore the said Overseers Pray the sd French People may be removed from Marblehead, and be other ways disposed of as this Hon^{ble} Court shall think fit.

Nathan Bowen for the said Overseers.

“P. S. As those People are extremely averse to living in the Country tis likely that their knowledge of our desires to have them removed may forward their Attempting an escape wherefore hope your Honours will order their Remove as Soon as possible and Some guard Over them in the mean Time.”*

A similar petition from the Overseers of the Poor at Salem gives evidence:—

“That about Twelve of the French Neutralls (so called) were at first sent to this town who were orderly persons & Willing to work for their Clothing & toward their Support. That since the Committee of the Court were pleased to order an additional Number of Twenty more who were of the French residing in or near Cape Sables, persons of a quite different Temper & behaviour, verry ungovernable & do but little towards their maintenance—but what is more They are a people so acquainted with boats & vessells, that there is considerable Hazard of their taking & Running away with some of the fishing Vessells belonging to this place, now begining to fitt out or of ye merchant Vessells. The Inhabitants of the Town are therefore greatly uneasy at their being continued with us, who are so Exposed when the other seaports of Gloster Marblehead Boston and Charlstown have theirs removed into the Country Towns yr memorialists would further Inform yr Hon^{ble} Hon^{rs}—That by reason of this addition of neutrals The poor of our Town are Kept out of the Almshouse at a Consider-

*Massachusetts Archives, Vol. 23, page 226.

able higher charge than they would be at if Entertained in that house wch by private Donations & otherways was built & appropriated only for the use of the poor. Further yr Memorialists Apprehend that their being continued within is a considerable Damage to the Public as they are maintained at a place where the unavoidable charge for maintainance is more than as much again, as it would be in the Inland Towns.

"Your memorialists therefore most humbly Pray that you would order them to some other Town where there would be less Hazzard & where they might be less chargeable to the Government—And your memorialists as in Duty bound shall every pray.

Benjr. Pickman, p. order overseers Poor of Salem."

"In the House of Repes. Feb. 17th, 1757

"Read and Ordered, That ye Overseers of ye Poor of the Town of Salem, be and hereby are allowed & impowered at the Charge of the Province to remove the late Inhabitants of Nova Scotia, who have been placed there by Order of this Court or of his Majesty's Council, from said Town to ye Towns & in the proportions following, viz: Seven to Hopkington, five to Southborough & Eight to Tewksbury, And that ye Selectmen of said Towns be & hereby are directed to support ye said Inhabitants late of Nova Scotia in the manner as is directed by the Laws in that Case made & provided, and that the twelve of said Inhabitants who were first ordered to said Town of Salem be removed to ye Town of Sturbridge to be under the Care & direction of Moses Money Esqr who is hereby directed to provide for & Support them Accordingly, at as Small expence to the public as may be."*

The unfortunate family that was sent to Tewksbury received scant attention from the Overseers of that town and on Nov. 18th of the same year, the head of the family caused to have presented to the General Court the following petition:—

"The petition of Françoise Muisé humbly Sheweth. That your Petitioner formerly an Inhabitant of Cape Sa-

bles in Nova Scotia, A Part of that Country always friendly to ye English, and ready particularly to relieve the Fisherman, who frequently experienced their Protection and Hospitality, was placed, after he was brought to New England, at Salem with his Family, being Twelve Persons in all, where he abode 9 months and by the Favour of the People and their own works, were comfortably subsisted. But that after 9 months, The Government thought fit to remove them to a Town call'd Tewksbury, where they have suffered much, it being a small poor Town, very little work to be found, and for the little they do there is hardly any Pay to be got, so that though they are able and willing to work, they lose the Advantage. They are lodg'd in the most miserable House in the world, all the Timber rotten, not one square of Glass in the House, No Chimney but a few stones pil'd up to the Height of about Six feet, and then a Hole open thro the Top, so that they are smok'd to Death; add to this, that at every blast of wind they expect the House to be down upon their Heads, and think it a miracle that it has stood so long :

“Your Petitioner prays your Excellency and Honours to consider the miserable condition he must be in during the Winter in such a Situation, and to order him some Relief, He prays particularly that your Excellency and Honours would be pleased to remand him to Salem from whence he was remov'd where he liv'd comfortably and inoffensively, and where He and his Family can find the Means of supporting themselves by their Labour & Industry, with little Expence to the public : and your Petitioner shall ever pray, &c.”*

The ultimate fate of this family does not appear.

A petition from John Labrador, the father of a large family which was sent to the adjoining town of Wilmington, reveals a pitiable condition. He prefaces his somewhat incoherent petition by stating that “while he lived at Maligash he was so faithful in Serving and assisting all Englishmen in distress and from the cruelties of the Indians that one Day in particular having sent away out of

*Massachusetts Archives, Vol. 23, page 509.

the harbour one Vessel which the Indians intended to prey on and which they forbad him at his peril, they way laid him coming from the Vessel and shot at him with Buck shott seven of Wich lodg'd in his flesh and Thirty odd went thro his coat which marks he now bears, having three yet in his back, but not satisfied with that they threatened to take his life away the first opportunity which oblig'd him to abandon his habitation and go live at Pisiquitte, but having done all the service in his powers and in a perishable condition was prest without any regard or pity shewed him which almost breaks his heart for those ten Weeks past he had had no kind of subsistance only one quarter Lamb, and about a quart Milk each Day among seven in family without Wood, having at Length refus'd him oxen to fech home his wood which he always cut himself, and left them now in that condition without victuals or firing, and in a kind of house without Doors or Roof for when it Rains they are oblig'd to shift their bed from part of the wett to leward and from a melting snow there is no screening, and having told one of the selectmen that we were a float in the house he said I must build a Boat and sail in it. He has with his family lived chiefly on acorns three Weeks without any pity and innumerable other cruelties too tedious to mention. Therefore if your honours would permit him to quit Wilmington that place of Woe, and come to Charlestown he would for you as in Duty bound for ever pray so hoping for the love of God (that your Honours being the fathers of your Country) you will help and redress the grievances of the Distressed and in this confidence subscribes himself

Your Honour's Most Dutiful Serv't,
Jn^o Labrador.*

Wilmington, 26th Decr. 1757

It is pleasant to know that such tales of hardship and neglect are not on record in connection with the towns of Essex County.

Germain Laundry, with wife, 7 sons and 14 daughters, was located at Andover and seems to have received excel-

*Massachusetts Archives, Vol. 23, page 576.

lent care. The women, as well as men, worked in the fields, and the women especially employed themselves in pulling flax. This family finally set sail from Salem for their native land in 1766.

At Ipswich, about 20 were located. Both sexes wore wooden shoes. It is recorded that the men carved wooden ladles and sold them to the citizens of the town. A curé was allotted to Ipswich; no doubt a welcome presence to the heartsick exiles.

Rowley supported fourteen Acadians, and Boxford at one time had nine, according to Gage, who also says of them that "they were remarkable for the simplicity of their manners, the ardor of their piety, and the purity of their morals."

Soon after the arrival of the Acadians in the Province thirty-two were located in Salem, but in 1756 were removed to inland towns in answer to the foregoing petition. In 1764 Salem had forty-two and two years later one hundred and forty-one were reported as being at that port ready to embark for Canada.

Selectmen at first were ordered to bind out the children where places could be found for them and one may easily imagine the terrible family separations that must have occurred. One aged man, whose petition is on file in the archives at the State House, stated that his hands and feet were tied by the town officials and he was nearly strangled to prevent him from running after and calling out to his children who were carried away. Finally numerous petitions from the Acadians resulted in the repeal of this order.

Boston, being the most natural port at which to disembark those assigned to the Province, for a time was obliged to support a large number, and ere long petitions were presented to the Governor by the inhabitants, deprecating their presence and especially the fact of their being quartered in the town in such large numbers. One petition continues: "The receiving among us of so great a number of persons whose gross bigotry to the Roman Catholic religion is notorious and whose loyalty to his Majesty is suspected, is a thing very disagreeable to us." Finally in

August, 1756, the committee on the Acadian French reported to the Governor and Council that there were eighty-four persons then in Boston under the care of the overseers of the poor and recommended that they be distributed among several towns afterwards named and that the selectmen of those towns be ordered to procure work for them or, should they be unable to work, to support them as if they were "proper inhabitants" of the town and send their bill of charges to the office of the Secretary. Among the number thus distributed was Michael Dugoy who, with his wife and five children, was sent to the town of Topsfield. Numerous reports and papers relating to this family are preserved in the archives and from them it is possible to picture in outline the life of this family of Acadians while resident in Topsfield, which no doubt may also answer as well for other towns in Essex County.

It was the latter part of October in 1756, nearly a year after the Dugoy family had landed in Boston, that Nathaniel Porter and Thomas Baker, selectmen of Topsfield, sent a yeoman to Boston to transport the French family to town in accordance with the order of the Province. For this service £2. 13s. 4d. was charged, but the committee of accounts deemed the amount exorbitant and disallowed the 13s. 4d. On receiving notice from Boston that a French family had been allotted to Topsfield, the selectmen engaged John Gould to provide a house for them. He went to David Balch, who was a tanner, and rented of him at 4s. 8d. per month the old William Towne house, then over 100 years old. The house long since has disappeared but the site is known. Several times the present owner of the land has plowed up bricks upon the spot and a few years ago he uncovered anew the old chimney foundation. The house was built in 1651 and here lived, at various times, three victims of the witchcraft delusion, Rebecca, Mary, and Sarah, daughters of William Towne. Rebecca married Francis Nurse. Mary, "the self forgetful", married Isaac Esty, and her sister Sarah married for her second husband, Peter Cloyes. To this house the Acadians were carried and at a town meeting held November 9th, Jacob Robinson was chosen to take care of them. On their arrival, the

selectmen served them with scanty supplies, "eight feet of wood cut & carried to their house, 8s. ; a Bushel of Indian meal, 3s. ; a cheese w^t 10 pounds, 2s. 8d. ; four pound halfe of Salt pork, 1s. 11d. ; 11 1-2 lb. lamb, 1s. 9d. ; 1-2 bushel Rice meal, 1s. 10d. and bushel Potatoes 1s. 1d. ;" This, according to the voucher on file, together with one bushel of meal and a quart of rum furnished at the beginning by John Gould, was supposed to supply their needs until November 10th, or for twenty days after they had arrived in town. A bedstead and cord were not charged on their account until the following month. Probably the children slept on the floor.

The following spring the selectmen certified regarding the family as follows : "The man is 43 years of age, his state of health sence he came to This towne has been such that he has not been able to Labour but a vary little and for some time past he [has] not been able to Labour any att all. His wife [Elizabeth], as she saith, is about ye age of her husband. She has had Several ill Turns which has held Som time but She is Something betteratt present. They have two male children, ye Eldest [Armont] is 13 years of age Last April, ye youngest [Joseph] is 5 years of age, the females are ye eldest [Mary] 10 years, 2nd is [Modesty] 7, the 3rd [Anne] is 3 years of Age it being the best Account we can git as to their Age."

Jacob Robinson, during the first half year, supplied them with many articles, notably, meal, "biskit," wood, sugar, pork, rum, veal, dry fish, molasses, butter, rice, fowls, candles, beef, mutton, salt, "oyle," milk, a bedstead & cord, a lamp, 2 meat barrells, 2 pairs small shoes at 1s. each, sheets, a spinning wheel, an earthen pot, 2 bread pans, 2 pounds of flour, turnips, a wash tub and 2 barrels of "cyder," that necessity of New England life. There was also a charge for medical attendance and an item of expense for purchasing and transporting provisions, which probably went into Jacob Robinson's pocket, for no other charge appears for service rendered. David Balch, the landlord, also supplied cow-beef and butter.

The first article in the warrant for a town meeting held June 28, 1757, reads as follows: "To Consider and come

into some proper Measures for taking care of the French family in said Town and to act any thing the Town shall think proper respecting sd family Being provided for." The question was discussed without result for no action is recorded. Jacob Robinson's next quarterly bill has supplies as enumerated before, also a pair of cards for carding wool, additional visits by the Doctor, and nine pints of rum. David Balch in the mean time advanced the rent to 5s. per month.

In November 1757, the selectmen wrote that "the sd frenchman still continues in a vary poor State of health, he has not been able to Do one days work for eight months past." A town meeting held the same month took no action on the following article inserted in the warrant: "To see what measures the Town will Come into for to have the french family in said Town supported under their Difficult Surcomstances."

John Balch now appears in charge of the family and among other items in his account is noted, a bed blanket, for it was in December, 9 yards of cloth for a bedtick, a new coverlet, a new sieve, 4 pairs of shoes, an earthen pitcher, and beef "sewit." Possibly the family had adopted New England customs in a measure and proposed to use the beef "sewit" in the manufacture of mince pies for Thanksgiving, the bill covering the month of November.

John Lefavour soon followed John Balch and remained in charge of the family for two years. His bills contained items similar to those already enumerated. On one luxurious occasion he supplied "a dung hill fowl." At another time the family dined on a "calfs head & plock." Green fish, ginger bread, an oil barrel to make wash tubs, wine for the sick man, 3 pairs of shoes for the girls, and a beer barrel, are among the items. During the month of July they were supplied with 62 quarts of milk. Jan. 4, 1759, the selectmen again make report to the authorities:—"Michael Dugoy the man himselfe is now very weak and poorly and hath been so for a year and halfe and is obliged to keep his bed for some time together very often."

As must be expected the doctors services were in frequent requisition. Dr. Richard Dexter was the local phy-

sician and lived on what is now known as "The Agricultural Farm," just across the road from where the Dugoy family were housed. In 1759, poor Michael Dugoy had charged on his account, 13 professional visits, "Hystarick pills & powders," 3 purges, "Stumatick mixter," blisters, and "purgatine powders," all being supplied for the magnificent sum of 18s. But Dr. Dexter was not permitted to possess a monopoly of the business of healing Acadian French, for Dr. Sawyer was called in from Ipswich, and in John Lefavor's account for the quarter ending March 1st appears the following item. "To the French Doctors bill for Doctoring the french family, £1. 4.0." Where this French physician resided does not appear.

After living in Topsfield for nearly four years, Dugoy was allowed to remove to Newbury, where two families of Acadians were already located. In a bill rendered to the Committee of Accounts, Sept. 1, 1760, appears the following item: "To Time spent to Settle & Come into measures with Middleton for to have the French family Supported that was Signed to Topsfield and Middleton & by reason of there Sickness we have been obliged to Transport ye whole of ye family to Newbury and we pay money there for their support at ye rate of £26-13-4 per year." It will be noted that the transfer was made to Newbury because of continued sickness. Possibly the French physician may have lived there. At any rate, association with others of their race was medicine for these homesick exiles. The transfer was made Aug. 6, 1760 and regularly thereafter, every quarter until April, 1767, the town treasurer contributed to their support in their new location.

In 1767, the Massachusetts Legislature enacted a law empowering towns to remove by constables any persons, not natives, who were undesirable as residents. Such persons were to be conveyed by the constable of the town to that official in the next town and so on until the town was reached where the individual belonged. It would seem that some construction of this enactment was made to apply to the Acadian French, for many of them began to leave for the land of their birth. The three families located at Newbury, thirty persons in all, peti-

tioned the town to be allowed to return to Canada. The petition, most pathetically worded, was granted and the exiles were furnished with money and supplies. Topsfield at a town meeting held April 24, 1767, "voted to give the French family (that was assigned to Topsfield and Middleton to Maintain) Thirty two Dollars to pay their passage to Canada and Support them on their voyage." And so the Frenchman with his family sailed away, not to his old home on the Basin of Minas, for that was occupied by others, but to a new location in Claire, to the westward of the former settlement. Topsfield, first and last, had paid on his account £185. 11. 9.

"A List of the French Inhabitants in the County of Essex as they were settled, & Proportioned to the several Towns, after 16 of Andover & 3 of Haverhill were sett off to the County of Hampshire.*

ALMSBURY, 7.

	<i>age</i>		<i>age</i>
Cloda Bausway	64	Jeremy, weakly	40
Mary his Wife, weakly	51	Margaret	19
Abel Bausway	25	Athala	17
Ahab Bausway	22		

ANDOVER, 13.

Charles Bear	36	Mary Landry	26
Margaret Bear	24	Amon Dupee	30
Molly	4	Mary his wife	29
Charles	2	Mary Joseph	5
Margaret Bear	1	Margaret Dupee	2
Jno Landry	35	Fermon Dupee	3/4
Joseph A. Landry, weakly	26		

BEVERLY, 9.

Joseph Bursway, Infirm	58	Sarah Bursway	16
Anna Bursway	58	Margt Bursway	14
— Bursway	24	Frank Grovely	54
Tim ^o Bursway	20	Mellish Grovely	50
Lydia Bursway	26		

*Massachusetts Archives, Vol. 24, page 367.

BRADFORD, 6.

	<i>age</i>		<i>age</i>
Peter Bloften, Infirm	43	Joseph	5
Eliza his Wife	29	Lydia	1
Hannah their Daughr	7	Joseph Rasline	49

BOXFORD, 5.

Rence Landry, unable	69	Maria	4
Paul Landry	34	Margaret	2
Eliza Landry	28		

METHUEN, 4.

Marron Lebedo	8	Margaret Leblong	61
fro Andover		s & Infirm	
Joseph Leblong	63	Mary Richards	13
fro Almsbury		fro Bradford	

DANVERS, 10.

Antho Tibido	52	Molly	2
Mary his wife, verry sickly	35	Joseph Laundry, sickly	24
Jno son	13	Jno Baptist Laundry	14
David	8	Rossale Laundry	8
Joseph, sickly	6	last three fro Boxford	
Peter	4		

GLOUCESTER, 13.

Joseph Doucett	—	John	12
Ann Doucet	—	Florentias	10
Dominique son	26	Michael	6
Issidore Do	24	Peggy	9
Francis Do	20	Perez	2
Molly	18	Wido Eliza Janvire, Infirm	72
Ann	15	fro Manchr	

HAVERHILL, 8.

Widow Robishaw, Infirm	57	Margaret Barshaw	7
Ormon Robishaw	31	Joseph Barshaw	6
Griquire Robishaw	38	John Barshaw	5
Catherine Robishaw	35	Titus	1

IPSWITCHE, 23.

Francis Landry, Infirm	67	Jno Landry	39
Mary Landry, Do	65	Marg ^t Landry	36
Charles Landry, non compos	36	Molly	15
Reta Landry	24	Peggy	13

306 THE FRENCH ACADIANS IN ESSEX COUNTY.

	<i>age</i>		<i>age</i>
Nancy	11	Joseph	17
Susan	9	John	15
Matty	7	Nanny	13
Francis	6	J ^{no} Batiss	6
J ^{no}	3	Molly	10
Betty Laundry	1	Elizab th	3
Paul Brean	43	Peter	1
Mary his Wife	41		
LYN, 9.			
Hannah Prejean	20	Molly, short breath	10
Susan Prejeann	32	Collet	7
J ^{no} LeBlanch, p ^{tly} lame	36	Sarah	3
Mary his wife	30	Peter	2
MANCHESTER, 2.			
Nath: Grovely fr ^o Beverly	23	Marg ^t White at Leblanch fr ^o Boxford	29
MARBLEHEAD, 17.			
Joseph Janvire	42	Amon Landry	31
Natally his Wife	32	His wife	31
Mary y ^r Daught ^r	11	Joseph Landry	8
Anna	9	Mary	4
Mandly	5	Margaret	2
Margarett	1 3-4	Anna	1-2
fr ^o Manchest ^r		from Middleton	
Peter Prejeann, Infirm	78	Joseph Mense	16
Anna Prejeann	36	Lydia Mense	9
Joseph Prejeann	24	from Methuen	
fr ^o Lyn		Gloster	
TOPSFIELD 4-7 th , MIDLETON 3-7 th of ye follows persons, 7.			
Michael Dugoy, a sickly man	44	Joseph Dugoy	7
Eliza his wife	44	Modesty	9
Ammon Dugoy	15	Anna	5
Mary Dugoy	12		
ROWLEY, 10.			
Peter Dupie	44	Molly	2
Nextuzzabura his wife	29	Offee	1/2
Buzzel Leblong	31	Joseph Leblong	4
Charlotte Ozee	30	Ann Leblong	3
Mary his wife	28	Peggy Dupee	2
These 10 being all well are taken for g pr agreem ^t .			

NEWBURY, 30.

	<i>age</i>		<i>age</i>
Joseph Broyn	48	Charles	14
Fanny his wife	46	Aaron	6
Molly	16	Mary	9
Mary	13	Allexandr Richards, Infirm	70
Joseph	6	Franc Remong	28
Charles	4	Eliza his wife	36
Peter Dossett	50	Andrew ye child	2
Mary Dossett	50	Anna Lower als Dosset,	
Peter	27	very Infirm	73
Margt	24	Hannah her Dr	40
Anniabie, sick & Lane	23	Margaret	38
Joseph	21	Eliza Dossett	34
Elizabeth	18	Wido Rashire	28
Edmond	16	fro Bradford	

SALISBURY, 7.

Maria Gould	78	John	14
Jos: Dossett	47	Mandely	12
Nanny Dosset	41	Eliza Dossett	6
Molly	22		

WENHAM, 4.

Lajeau de Parris, sickly	73	Titus Robishaw	24
Maudlin de Parris	40	fro Haverhill	
Maria	13		

SALEM, 15.

John Meuse	49	Michael Landry	20
Mary his wife, weakly	45	fro Midleton	
Margaret	23	Felicity Prejean, Lane	18
Enoch	21	fro Lyn	
Lawrence	19	Urna Rishaw	74
Jno	17	Margaret his wife	70
Charles	11	Ann Rishaw	8
Maria	7	3 Taken from Rowley for 4	
Paul	4	by Consent	
Susan Meuse	2		

all from Methuen or Glocestr

REVOLUTIONARY LETTERS.*

Seasdale Manner Near
White Plains

Beloved Wyfe

1777 Feb. 12th

these are to Inform you of my Health with all frinds By the Blessing of God and hope you and fameley & all frinds Injoying the Same, Orders Rec^d yesterday for Marching for Moristown to Joine Gen^l Woshington But Prevented By Reason of a Snow Storm, tomorrow Morning at Eight Clock we March for Moristown if Weather Permit, we expect to be About Six Days Marching the Distance, Nothing New Sence I wrote to you before Expecting a few Light Horse with the Riders have Ben kiled heare, I Conclude you have heard of the Success Gen^l Washington has Met with at Sanders, taking forty Od Wagons Loaded with flower & Prisoners at Sanders wich Sperits up the Solders Very Much. However put Not your Dependence in Man But in the Living God Who is Able to Grant us Our Request; I should be Glad to hear from you and the Little ones if you have an Oppertunity.

Give My Respect to your hon^d Parents and all frinds—I remain your Beloved Husband till Death.

Jerath^{ll} Peirce.

My Respect to M^r Dutch & Wyfe.

Danbury January 9th

Ever Loving Wife

1777

These are to Inform you that Our Company is Now Under Marching Orders for the Jarsey Shore Whare We Do Expect to Joyne General Washinton's army. Our Cumpany is all in Good helth at Preasent. I hope this Will find you Inioying the Same Innestimable Blessing. Remember Me to all Our frinds in Salem at the Recp^t of this I Would Desire you Would Desire M^r Gray to Make One hundred Pounds Lawfull. Money Insurance on the Sloop Reveng the three first Prizes Provided it Can Be Maid for 30 or 35 q Cent. as to News you have it Mor Peticular in Salem than We have here, So Not having ad I Remain your affectionate Husband

Ichabod Nichols.

*The originals are now in the possession of the Misses Nichols of Salem.

RECORDS OF THE VICE-ADMIRALTY COURT AT HALIFAX, NOVA SCOTIA.

THE CONDEMNATION OF PRIZES AND RECAPTURES OF THE REVOLUTION AND THE WAR OF 1812.

(Continued from Vol. XLV, page 244.)

ST. BEES, ship or barque, John Williamson, master, a recapture. "James Bishop mate of the Barque St. Bees being duly sworn deposeth that he shipp'd on Board said Barque at New York the 16th of November last with one John Williamson Master, Bound on a voyage from thence to Lisbon, & from thence back again to New York, that on or about the 8th of August last on their Passage to New York in Lat. about 39° North, Long. 70° West, they fell in with two Brigs which chased them from about 8 o'clock in the morning till about 2 when they came up with the Barque & Boarded her, that the Brigs both belonged to Maryland, that they exchanged Hands put a Prize Master on Board, & ordered the Barque for Philadelphia, but could not get there. Afterwards they endeavoured for Boston in New England, that before they parted the Rebels plundered the Barque of sundry valuable articles, an account of which the Deponant has made out as on file, that on or about the 1st of Sept. Inst., being then on the Shoals of Cape Cod, they fell in with the Delight & Delaware which retook the Barque & sent her into this Port, that she is loaded with Wine & Fruit, that they arrived here the 13th Inst."

ST. JOHN, brigantine, James, Lowrie, Master, a recapture. "Donald McMullin, Seaman on Board the Brigantine called the *St. John* being duly sworn deposeth that he shipped on Board said Brig the 14th day of June last, at Greenock, in Scotland, bound to St. Johns in Newfoundland, one James Lawrie then Master, that she was partly loaded with coals and Dry Goods, at Greenock.

Dry Goods consisted of Shirts, Jackets, Trowsers, shoes and other Traps. He believes one Densmore shipped these articles, but is not certain of it, that they took in at Dublin Sixty Hhds. of Molasses, can't tell who shipp'd the Molasses, that they proceeded from Dublin for St. Johns, Newfoundland. Can't tell who she was consigned to them, that on the 28th of August last near the Banks of Newfoundland they fell in with an American Letter of marque ship called the Cato, who took the Brig and carried the Capt. and all the people on Board the ship except Three. That they took all the Ball Goods out of the Brig, one new cable, all her new rigging, all the best Sails and Sail cloth, some coarse Earthern Ware, and many other Articles, that put on Board the Brig a Prize Master and five Hands, and ordered the Brig to Newbury or the first American Port they could make. That on the 28th of September last they fell in with the Ship Renown, who retook the Brig and brought her into this Port, where she now is."

SALEM PACKET, ship, Joseph Cook, Master, Bilboa to Salem, Cargo: Salt and dry goods, captured in August, 1781, in Boston Bay, by H. M. S. Amphitrite.

SALLY, brigantine, Moses Fenny, master. "Paulus Brayzelius of Lunenburg being duly sworn Deposeth that on Friday morning the 25th feby. Inst. they discovered a Brig at anchor in the Harbour of Lunenburg, that they sent four men ashore for Fresh provisions, that an officer of the Militia went and took them Prisoners, Casper Woolenhofth commanded the party, that Colonel Creighton asked them where they came from? y^t they (the Prisoners) answered, from Guadeloup, Col. Creighton then ordered an alarm Gun to be Fired to alarm the People, & the Brigantine also immediately Fired a Gun, & then Col. Creighton sent two Boats full of men to Board her, & they the People belonging to the Brigantine resisted, & would not let them come on Board, & Hoisted Rebel Colours, the Fort immediately fired two Guns which both took effect, the Brigantine then immediately struck her Colours, & the

two Boats returned & Boarded her took them Prisoners & delivered them over to the Militia." The *Sally* was apparently brought to Halifax to be sold.

SALLY, brigantine, Jno. Holland Rickard, master, from Plymouth, to Frenchman's Bay, then to Charlstown, South Carolina, cargo : lumber, captured June 12th, 1778, to the westward of Cape Sables, by H. M. S. Blond. Josiah Dunham, mate of the *Sally*, made deposition that she was built at Newbury 8 years before and had always remained the property of Americans.

SALLY, brigantine, Soloman Saltus, master, a recapture. "Soloman Saltus Master of the Brigantine *Sally* being duly sworn deposeth that he loaded at St. Michaels with Wine & Fruit & sailed from thence the 6th of February last, Bound to New York, that on the 27th March last being in Lat. 37° & about 67 or 68 Long. they fell in with the General Stark ship mounting twenty two Guns, an American Privateer Commanded by James Pearson of Cape Anne, that the ship chased them a few Hours, & came up with the Brig, that the Ship Hailed the Brig, & ordered her to Bring too, that the Privateer sent their Boat & Exchanged Hands, that they permitted the Depon^t to remain on Board as he declared to them he was owner of the Vessel & Cargo, that after this they steered for Cape Anne, that they met with repeated heavy Gales of Wind, & the first land they made was Cape L'Have which the Prize Master took for Seguin Island & they ran into L'Have the 13th day of April Inst. in the evening, & came to anchor near Petit Riviere, the next morning seven men came on Board in two different Boats & said they were Militia of Nova Scotia the Rebel Prize Master told them he was from New York bound to Halifax, & offered four shillings a day for two of them to assist him in navigating the Brig to Halifax, that the Deponant hearing this Conversation on Deck thought it might be something in his favour, & tho sick in bed got up to go on Deck, but in his passage was met by the Rebel Prize Master's Mate, who threw his arms around the Deponant & endeavoured to prevent him from going

on Deck, that he then told the Prize Masters mate that he would cry murder if he did not let him go on Deck, that he then let the Deponant go, that the Deponant when he got on Deck, asked the Militia how far they were from Halifax, they answered about 17 or 20 leagues & that if he was Bound there it was a good time, that the Deponant told them he did not know he was bound to Halifax, he understood they were bound to Cape Anne, but he should be glad to go to Halifax, that he found one Mr Brown was overhauling the papers, that the Prize Master insisted he was Bound to Halifax, that the Deponant then took the papers from said Brown, & told him he had been on a voyage Bound to New York, & that the Brig Sally had been captured by the General Starks an American Privateer, & that the Prize Master was only deceiving them, that Mr Brown then took the papers, & he the said Brown & the other people of the aforesaid Militia agreed to take the Brig to Liverpool, the wind proving contrary they returned back to the Folly, a Harbour at Cape L'Have & came to anchor there they lay till 9 o'clock in the morning of the 14th, that there was great disputes among said Militia about what they should do with the Brig, that the same evening Mr Brown gave the papers to one Cavanagh, the next day they made the second attempt for Liverpool, but the wind proving contrary they returned again into the Folly, that the same afternoon of the 15th there came about 30 men armed from Lunenburg & demanded the papers from Cavanagh, but before they came Cavanagh had given the papers to the Deponant, that one McDonald who said he commanded this party demanded the papers, the deponant refused delivering them up, the same evening about 11 o'clock Captain Henderkin Commander of the Brigantine John and Rachael came alongside, that the Deponant heard some of the people on Board tell him to come along side, that at that time the Deponant was in the Cabin, that he heard the noise of Musquets, a Battle ensued which lasted about 8 minutes, that in this skirmish the Captain of the Militia was killed & two of Captain Henderkin's men in the Boat were wounded, & further deposeth that two of the seven Men that came first on Board

about an hour after they came on Board, said they belonged to the John and Rachael which had a Commission, that after Captain Henderkin came on Board he took the possession of her & declared one William Brown was appointed Prize Master."

SALLY, schr., David Lewis, master, on a fishing voyage from Cape Cod, owned by David Lewis of Barnstable, captured June 20th, 1780, off Cape Cod by the Letter of Marque Lucy of Liverpool, N. S. where the *Sally* was then taken.

SALLY, schr., Robert Lieth, master, from one of the Islands in the West Indies for Massachusetts Bay, loaded with molasses and rum, captured near the end of September, 1777, off Georges Banks, by H. M. S. Milford.

SALLY, schr., Nicholas Smith, master, on a fishing voyage from Cape Cod, owned by Nathaniel and Laz. Goodwin of Plymouth, captured June 20th, 1780, off Cape Cod by the Letter of Marque Lucy of Liverpool, where the *Sally* was then taken.

SALLY, sloop, Ben. Cole, master, libelled Febry. 15th, 1780, captured by the privateer schooner Lucy.

SALLY, sloop, Thomas Martin, master, loaded with wood and staves, captured June 3d, 1779, off Damascotti, the crew escaping in a boat, by the armed vessels Howe and Buckram.

SALLY, sloop, loaded with bale goods from Hamburg, captured off Nantucket shoals about July 27th 1776, by H. M. S. Liverpool. The sloop was left at Head Quarters near New York, and cargo condemned at Halifax. Thomas Mullock, mate of the *Sally* deposed that she was bound for New York, but her papers cleared her out for St. Eustatia.

SALLY, sloop, loaded with cordwood, captured with no one on board, July 25th, 1779, in Penobscot Bay, by H. M. S. Albany. The deponent, Richard Pomroy, of the

Albany, stated "that she is a Plantation Built Sloop, square sterned, no head, all Black Bottom & sides, that he knows the said Sloop for that he sailed in her formerly out of Casco Bay about seven years ago & that she then belonged to one John Gray."

SALLY, sloop, libel filed June 24th, 1782, by H. M. Sloop of war the Albany.

SALLY, sloop, libel filed Oct. 14th, 1782, on behalf of the Sloop Tartar, tender to H. M. S. Allegiance.

SANDWICH, schooner, about 40 tons, with no cargo or papers on board, captured at a wharf in Norfolk, Va., previous to Aug. 28th 1776 (date of libel) by H. M. S. Otter.

SAVAGE, schr., Marblehead to Bilboa, cargo: dry fish, captured May 5th, 1777, on Georges Banks, by H. M. S. Diamond. John Horne, seaman on the *Savage*, made deposition and said he understood the schooner belonged to the Congress.

SCIPIO, snow, a recapture. "Samuel Hinkman master of the Snow call'd the *Scipio* being duly sworn deposes that the said Snow was Loaded principally with Wine at Teneriff, that he was proceeding with her to London, that on his Passage on the 15th November last he fell in with two American Privateers, one a ship call'd the Mars of 24 Guns & 90 men, the other a Brig call'd the Fanny of 18 Guns & 90 men, that they carried English Colours, the deponant crowded all the sail he could make, that they chased him 5 Hours before they came up with the Snow, that they fired at the Snow, & ordered them to Haul down their Colours & bring too, that they came on Board and took out all the Hands, except one man a Boy & the Deponant, & put on Board the Snow nine of the Rebels with a Prize Master amongst which were 3 Frenchmen, & one Indian, that the Rebels plundered the Snow of Wine, Fruit, & Sundry other articles, also about one thousand dollars in specie, that after they had taken these things

out of the Snow they gave directions to the Prize Master to proceed with her for Dartmouth or any other Port they could get into in America. That on the 23d December last being in the Lat. $41^{\circ} 30''$ Long $64^{\circ} 40''$ being near the South end of Georges Banks, they fell in with the Greyhound Man of War Archibald Dixon Commander who retook the said Snow from the Rebels, & brought her into this Port of Halifax. The deponant further deposeth that the said Snow is owned by Mess^{rs} Paul Graves in North Yarmouth in Great Britain, that the Cargo is owned by sundry Persons subjects of & residing in Great Britain, that the Rebels took the Snows register, Invoices, Bills of Loading, Mediterranean Pass & sundry other papers & that the Rebels drank & destroyed Great quantities of Wine, exclusive of what the Privateers people took."

SEA DUCK, schr., John Bohannan, master, captured in Minas Basin, May 2d, 1777, by Thomas Dickson and party on a Barge belonging to Government, under orders from Capt. Collet. Was taken into Cornwallis River and afterwards to Windsor. Cause entitled "Hyde Parker, Esq^r Commander of His Majesty's Ship Phenix vs. Schooner *Sea Duck* and Cargo," but there is no information as to who Capt. Collet was, who gave the orders, vide deposition by Thos. Dickson.

SEA FLOWER, schr., Jacob Clarke, master, Gaudelope to Salem, cargo: molasses and rum, captured June 8th, 1778, in Buzzard's Bay, by H. M. S. Unicorn. Jacob Clarke master of the *Sea Flower* made deposition that the vessel and cargo were owned by Joseph White, Joseph Lambert, Miles Greenwood, and Henry White, all of Salem.

SHAMBY, sloop, John Fraiser, master, Portsmouth, New England, to Grenada, cargo: staves and heading, captured January 2d, 1782, off Cape Ann, by the private ship of War Lord Cornwallis.

The *Shamby* was condemned as lawful prize, but in March following a claim was filed to the Shaunbouy, the name evidently being wrongly spelt in the libel. The

claimant, William Abbot, sought to prove that the *Shaumbouy* was owned in Waterford, Ireland, and had been taken as a prize by the Americans some time previously. The claim was, however, dismissed, and the evidence proved that the sloop was owned by Walter McFarling and Daniel Higgin of Berwick, New England, at the time of her capture by the Lord Cornwallis. Edward Loude, of the *Shamby* gave evidence in the libel case, and Walter McFarling, owner, in the Claim.

SNAKE, brigantine, a recapture. The private ship of war, *Revenge*, captured the *Snake*, June 2d, 1779, in Boston Bay. The *Snake* had 14 carriage guns, 6 swivel guns and 12 men, commanded by Luke Matthewman. Samuel Greenwood, mast-maker, and others, proved that the *Snake* was in Halifax Harbour a year previous, being then called the *Loyalist*, James Morris, master. The *Snake* was claimed in behalf of Alex^r Dover and others of St. Johns in Antiqua, and an eighth of her value paid to the recaptors, after sale.

SOPHIA, brigantine, a recapture. "James Bizzet Cook on Board the Brigantine *Sophia* being duly sworne deposeth that on their passage from Granada to London, on the 23^d of August last, being then in the Lat. 37° 53" Long. 54° 59" they fell in with a Rebel Privateer Sloop called the *Black Snake* fitted from Salem, John Coulton, mast^r that they Chased the Brig from 11 in the morn^g to 3 oclock in the afternoon firing at each other the whole time, that the Rebels Boarded the Brig about 3 oclock took out the Capt. & all the hands, except the mate, a Boy & the deponant & manned her with Rebels, & then Shaped their Course for Cape Cod, that afterwards they fell in with the *Mermaid* Capt. Hawker Commander who took them & sent the Brig into this Port of Halifax."

Extract from deposition of David Wishart, mate of the *Sophia*. "manned her with a Rebel Prize Master, William Monday, & seamen from the Rebel Privateer & gave orders to make the best of their way to Salem, that afterwards on or about the 4th day of September Inst. being

then off Barrington a Ground Capt. Hawker of the *Mermaid* sent his Boat on Board & took possession of her. . .”

SPEED, brigantine, Benjamin Cox, master, Port au Prince to Salem, cargo : molasses and cotton, captured Sept. 3d, 1780, between Cape Cod and George's Banks, by H. M. Ships *Delaware*, *Delight*, *Bonetta* and the armed sloop *Howe*.

SPEEDWELL, brigantine, Benjamin Cox, master, a recapture. “The evidence of William James Peugh carpenter on board the Ship *Renown* sworn and examined as on file. The Register of the Brig and the Clearance, being the only papers found on board, Lodged with the Advocate General, by which it appears the Brigantine *Speedwell* was Built two years ago, in the Massachusetts Bay Government, and owned in Boston.”

“Benjamin Cox, Master of the Brigantine *Speedwell*, being duly Sworne deposeseth, That he sailed from Salem on or about the 12th Instant [Oct. 12th, 1782] bound to *Hespanolia* Loaded with Lumber and Fish, that on the 19th of October Instant, he fell in with the Ship *Renown*, That the *Renown* chased them Three Hours, when they came up with the Brig and took her and sent her into this port and further Deposeth That she was built at Rhode Island about the year 1775, one Captain Mason of Salem owns the Brig & Cargo, That he has owned the Brig two years, that he heard she had been taken from the Americans and carried into N. York, that he cant tell who Bought her at New York, that she was afterwards Retaken by the Americans, He believes about 3 years ago—that she is square sterned no Head Two 4 pounders & 4 swivels & nine men in all.” The *Speedwell* was claimed, and one eighth salvage and the whole of the cargo decreed to the captors.

STANISLAUS, ship, Jean Equillon, master. Brest to Boston or Rhode Island, cargo : wine, brandy, flour and clothing, captured June 9th, 1781, in Boston Bay, by H. M. S. *Charlestown*. This ship was apparently French.

STORKE, brigantine, owned in Newbury, Philip Aubin, master, Martinico to Newbury, cargo : molasses, captured April 9th, 1778, on George's Banks, by H. M. S. Centurion.

SUCCESS, brig, Fran^s Harriman, master, a recapture. " John De Ste. Croix, Mate of the Brigantine *Success* being duly sworne deposeth that he shipp'd on Board said Brig at London in March last as mate Bound on a Voyage from thence to Mirimichi in Nova Scotia Loaded with Salt, Beef, Pork, Bread, Flower, and Dry Goods, that on or about the 22d June last being then off of the Magdalene Islands they fell in with an American Privateer called the Viper, Commanded by one Benj. Chapman mounting 14 swivels on the Coming of her Hatches, had 30 men, that she belonged to Salem in New England, that the Privateer chased them near four Hours, when it fell calm, & they rowed up to the Brig & fired at them & Ordered them to Bring too & come along side the Privateer that it being calm they could not manage the Brig so as to Bring a Gun to Bear on the Privateer, that the Privateers People then came on Board, took out the Capt. & 2 Hands, & put on Board the Brig a Prize Master & 7 Hands & Ordered them to make the best of their way for Salem, that they were making the best of their way for Salem, when they fell in with the Rainbow and her Tender the True Blue being then about 25 Leagues from Salem, that the True Blue brought them too, & Sir George Collier sent a Prize Master & Hands on Board said Brig & sent her into this Port."

SUCCESS, schr., Benj. Cole, Master. " Malcolm MacIntyer Pilot on Board the Brig Mermaid being duly sworne deposeth that on their Passage from Halifax to Liverpool on or about the 28th of August last they fell in with a Schooner called the *Success* in Herring Cove a place near Liverpool, that they Boarded said Schooner & the People all deserted her, that there was no papers on Board except a Register, that the Master one Benj. Cole told the deponent that she was a lawfull Prize, & beg'd him to speak to Capt. Browne to let the Schooner go &

take the Cargo, that part of the Cargo was taken on Board at Machias viz. some Pitch & Turpentine the other part consisting of Staves at Passamaquoddy, & by the said Benj Cole's own acct. belonged to him, that the said Schooner is a square Sterned Schooner of about 35 Ton New England Built, that she is now in this Harbour of Halifax."

Sept. 15th, 1777. "The Claim of Benjamin Valpy read, & the Libellant having agreed to deliver the Schooner Success to the Claimant on his paying an 8th the Court ordered that the same be restored to him accordingly."

The Brig Mermaid, captor of the schooner *Success* was a Letter of Marque.

SUCCESS, schr., captured by H. M. S. Cerberus. Papers exhibited and filed in Court by H. M. Advocate General, Aug. 2d, 1777, were "the clearance of the Schooner *Success* at Charlestown, South Carolina, and a certificate of her landing a cargo at South Carolina, which papers and the oath of John Townsend, proving them to be found on Board said schooner, as also the oath of Samuel Thomson, proving the capture of said schooner, are on file."

SUCCESS, sloop, Sulphurous Fisher, master, bound to Boston, loaded with wood, captured June 2d, 1777, near Casco Bay, by H. M. S. Ambuscade.

SUCCESS, sloop, over 100 tons, loaded with salt, standing in for Cape Henry, captured off Cape Henry about January 12th 1776, by H. M. S. Kingfisher's tender.

SUKEY, schr., 30 tons burthen, one Proud, master and owner, captured May 23d 1780, about one league to the eastward of Frenchman's Island, near to the mouth of the Damascotti river, by James Ryder Mowatt, Captain in the Corps called the King's Rangers, while on a command in two boats belonging to the Albany. He put two of the prisoners ashore, sent the vessel to Penobscott and then to Windsor, N. S.

SUSANNAH, sloop, Edmund Conner, master, a recapture. "Jonathan Glover, Prize Master on Board the Brig Privateer called the Terrible, Robert Richardson, Master, being duly sworn deposes, that being on a cruise in the said Privateer in Lat. 38° 30" Long. 72 6th June Inst. they fell in with a Sloop which they chased 3 or 4 Hours when they came up with & took her, & found she was from Cork Bound to Philadelphia, Loaded with Pork, Beef and Butter, that the Sloop was called the *Susannah*, that the deponent was put on Board as Prize Master of the Sloop & ordered to make the best of his way for Salem, New England, that about 5 Days afterwards they fell in with his Majesty's Ship the Unicorn who retook the said Sloop, & brought her & Cargo into this Port except two or three Hampers of Porter, & Wine, which were taken out by the Privateer's People for the Captain, Mate, & People of the Privateer."

SWALLOW, schr., Saml. Dugard, master, anchored in Port Metway, N. S., Feby. 25th, 1780, asked for assistance to pilot her further in, and stated they were from Halifax. The people discovered the *Swallow* was from New England, with rum, molasses, cotton, cocoa and coffee on board, and captured her after some resistance.

SWALLOW, schr., And. Woodbury, master, Salem to Guadalope, cargo: fish and lumber, captured June 3d, 1777, near Casco Bay, by H. M. S. Ambuscade.

SWALLOW, schr., Marblehead to Kennebec River for cord wood, captured Feb. 20th, 1781, by armed schooner Arbuthnot, tender to the Allegiance, and carried into Penobscott. The prisoners were put ashore on parole.

SWALLOW, schr., libel filed June 24th, 1782, by H. M. S. Albany.

SWALLOW, schr., Libel Nov. 9th, 1780, captured by Letter of Marque Annapolis Rover.

SWAN, sloop, loaded principally with Indian Corn, captured off Cape Cod about August 1st, 1776, by H. M. S. Liverpool.

SWEAT, schr., privateer, Jesse Fronson, commander. Libel filed Dec. 28th, 1779, by Martin Minick, master of the Schooner Sally, and James Pirley, Serjeant of the Royal Fensible Americans. The *Sweat* appears from the record to have been ashore, but no particulars are given, and the last entry in the cause, Sept. 15th, 1780, shows she had not been got off.

SWEEPSTAKES, brig, of Portsmouth, 80 tons, privateer, 10 guns, 25 men, Timothy Mountfort, commander, captured Oct. 14th, 1781, by the Letter of Marque Brig "Sir Andrew Hammond."

TAMMY, schr., Zebulon Rust, master, owned in Boston, bound to Surinam, cargo: dry fish, butter, oil and lumber, captured on or about June 5th, 1777, southward of Cape Sable and about 66 Leagues from Cape Sambro, by H. M. S. Syren.

TARTER, schr., Benjamin Warren, master, captured in February, 1776 near Cape Ann by H. M. S. Lively, and carried into Boston: cargo: sugar, coffee, and cocoa nuts.

TARTER, ship, a recapture. "William Marchant Bustle master of the Ship call'd the *Tartar* being Duly Sworne on the holy Evangelists of Almighty God deposeth as follows, that on the 24th of November last having been taken by a Privateer, and finding the Privateer's people had left only four of the Rebels on board said Ship (for the remainder of this Deposition vide minute Book,—the claim of Wm. McBustle filed & entered."

THIMOLEON, brigantine. "Henry Higginson, Pilot of the Brigantine *Thimoleon* being duly sworne deposeth that they were Bound from Bordeaux to Boston or some other part of the Continent of North America, that she is loaded with Brandy, Lead and Bale Goods, that they sailed for Bordeaux the last day of January last, that he was taken about 10 Leagues from Cape Ann on Saturday the 12 of April Inst. by his Majesty's ship the Greyhound, Archibald Dixon Commander, & further saith that he does not know

either the owners of the said Brigantine or her cargo, that she was entirely navigated by Frenchmen (except himself) & his Instructions was to carry or Pilot the Vessel into Boston or some other part of the Continent."

THOMAS, brigantine, Thomas Collier, master, libel filed April 25th, 1783. Evidence brought from Penobscott. Claim made. Decree pronounced for restoration of the Brig &c. to the owners as on file from which M^r Gibbons Proctor for the libellants, commander & crew of the Armed sloop Industry, moved an appeal to the Lords Commissioners of Appeals in Prize Causes.

THOMAS & WILLIAM, Brigantine, a recapture. "James Smith master of the Brig *Thomas and William* being duly sworn Deposeth; that he was bound from New York to Cork for Provisions, & was on his said Passage met with by a Rebel Privateer Schooner called the Warren,* in Lat. 39° 8" Long. 60°. That he the deponant used his utmost Endeavours to get Clear of her, but being attacked by said Privateer & her Prize, who both attacked the said Brig upon her Quarters at the same time he could not Escape, that they took Possession of said Brig 20th Nov. last & were carrying her into Beverly New England, as the deponant understood. That afterwards on or about the 27th of the same month they fell in with Captain Ford in the Unicorn, Cape Anne then being W. S. W. distant about 20 Leagues, that Capt. Ford's Boat Boarded & retook the said Brig, the Rebels making no opposition, & brought her safe into this Port, and the Deponant further Deposeth that when he was taken by the Rebels as aforesaid, that they took him & all his People (the Carpenter & 2 Boys excepted) out of the Brig & then Plundered it, & after that they put the Deponant on Board, & kept all his other hands on Board the Privateer, except the Carpenter & 2 Boys aforesaid."

THORN, ship or sloop. Aug. 28th, 1782, "Richard Cowell commander of the ship *Thorn* being duly sworn,

*From Beverly, Israel Thorndike, commander.

deposeth, That in the year 1779 the *Thorn* was taken by the Boston and Dean American ships of Warr, That in 1780 She was again retaken by the *Hind*, a Twenty Gun Ship, That she was only Five days in the possession of the English, when they fell in with the *Harmoin* and *Astrea*, Two french ships, who took her and sent her into Boston, where she was condemned and Sold, That William Raymond Lee Esquire, purchased her, & were sending the Ship *Thorn* to Lorient, in France, with about Fifteen Thousand Weight of Indigo & with Stores and Provisions for the Voyage, That all the property on Board, Vizt. Guns, Stores, Provisions, Tackle, and apparell, marked with a † or other marks usually made on the King's stores, are not American property, That he left Marblehead on the 9th of August Instant, That on the 19th Instant, being Lat. 42°, Long. 54° they fell in with the *Arethusa*, Frigate, who chased the *Thorn* Twenty-five Hours, when they came up, and took the *Thorn* and brought her into this Port, that the papers No. 1 & 4 are all the papers belonging to the *Thorn*, That she had sixty-eight men, and Three Passengers on Board when Taken, That she carried Eighteen Six pounders, That by His Commission paper No. 1, he had full Power and Authority to make Captors and Reprisals." The first and second Lieutenants of the *Thorn* also made depositions confirming the above.

THREE BROTHERS, brigantine, a recapture. " William Boyd, Passenger on Board the Brigantine *3 Brothers* being duly Sworne Deposeth that on the 25th day of July last in the Lat. 40° 30" Long. 46° 17" the said Brigantine *three Brothers* one Thomas Johnson then Master, Bound from St. Johns Newfoundland to Barbados, was chased by two Schooners, that one of them called the *Speedwell* came up with the Brig having 10 Carriage Guns, 10 Swivels & 49 men, Commanded by one Jonathan Greeley, who fired two Shots at the Brig & ordered the Colours to be hauled down, the other Schooner called the *Active* one Gardiner Comm. had 10 Carriage Guns, 10 Swivels & 54 men, was then about 2 Leagues off. The wind being very light they rowed & sailed to the Brig in about an hour and a

half, when the two Captains Greeley & Gardiner, came on Board the Brig & overhauled her, & took away about 70 Fathoms of a new shroud Hawser, one coil of three inch Laniard stuff, one coil of 2 Inch do. one Coil of Rattling stuff a Coil of 3 quarter Inch Rope, a Coil of Inch Rope, a Coil of new Spun Yarn, a Spying Glass, the Colours, some new Canvas & Sewing twine, a number of small articles, 2 Barrels of Herrings, a Firkin of Barley, a sack of Bread, a Quantity of Dry'd Codfish &c. That they then left one Daniel Drinkwater on Board as Prize Master, with three men from the Privateer, & took out of the Brigantine the Master Thos. Johnson, the mate & all the hands except Martin Hicks, Silvester Coleman (a boy) & the Deponant, & gave the Prize Master orders to shape his course & make the best of his Way for Boston, New England which orders the said Prize Master Endeavored to Comply with until on or about the 20th of August Inst. when the said Brig was Chased by his Majestys Ship the Rainbow, Sir George Collier, Commander, being then off Mount Desert Rock near Casco Bay, New England, who retook the said Brig & sent her safe into this Port of Halifax where she now is, that the sails & Rigging are much hurt from the neglect and mismanagement of the Rebels, while in their Possession."

John Hopkins, mariner on board the Privateer schooner Speedwell, made deposition confirming the above.

THREE FRIENDS, brigantine, captured by H. M. S. Mercury. Papers exhibited and filed by H. M. Advocate General, Aug. 2d, 1777, were: "Papers found on Board the Brigantine *Three Friends*, as also the Oath of George Butler Lieut. of Marines on Board his Majestys Ship the Mercury taken before David Matthews Esq. Mayor of New York, Proving the capture of said Brigantine."

THREE FRIENDS, sloop, Benjamin Sison, master. Libel filed October 13th, 1777, capture made by H. M. S. Orpheus. All papers in this case referred to "as on file."

THREE SISTERS, Robert Browne, master, a recapture, by H. M. S. Falcon, date of libel Aug. 12th, 1779. Record

of case not completed, and no information as to the capture to be had.

TOM, brigantine, David Smart, master, a recapture, from Antiqua for Halifax, taken in Nov. or Dec., 1781, in the vicinity of Bermuda, by the rebel privateer Marquis La Fyatt and was being taken to Salem or Marblehead, recaptured four days later, by H. M. S. Bellasarius, and was being brought to Halifax, when by severe weather she was driven ashore on Maugers Beach near the mouth of the harbour. Some of the cargo was salvaged.

TOM, ship, John Lee, master, a recapture, libel filed July 30th, 1782. "William Briggs supercargo of the ship Tom, John Lee, late master, being duly sworn on the Holy Evangelists of Almighty God deposeth that on the 25th day of May last he left St. Lucia bound to Liverpool in Great Britain Loaded with Sugar, Coffee and Cotton that he sailed in company with an Arm'd Brig, that on or about the 30th day of June last in the Latitude 45° 31" Longitude 35° 53" they fell in with the American privateer Ship Porus of two and twenty guns nine pounders and 150 men that they chased the *Tom* about three hours when they came up with the *Tom* and took her, that after exchanging hands the master of the Porus, John Carnes, Order'd the *Tom* for Salem, New England, that they were proceeding for that port when on or about the 26th July last they fell in with the Sloop of War the Savage, George Oakes, Esquire, commander, being then in Latitude 42° 22" and Longitude 65° 57", that after a short chase the Savage came up with the *Tom* and retook her, and after exchanging hands Captain Oakes ordered her for this port, where she arrived safe, and the deponent further deposeth that the manifest Cocquets and other papers now produced No. 1 to 8 inclusive are the papers belonging to the Ship Tom, and that they mention and contain all the cargo and private adventures that were on board said ship when she sail'd from St. Lucia aforesaid (except two hogsheads of English Brandy being part of the stores in the last Voyage) and he the Deponent also further Deposeth that the Americans took out a Hawser and Tow line and nine coils

of cordage some barrels of sugar and the greater part of the cabin Furniture, and many other articles, that there was nothing taken by any of the Savages people to this Deponent's knowledge, that every Hatch had been unlocked by the Americans while in their possession which was about twenty seven days, and all that time they made great waste of Sugar and Provisions."

TRITON, schr., loaded with lumber, flour and fish, from Kennebunk river to the West Indies, captured in Massachusetts Bay, July 21st, 1776, by H. M. S. Milford.

TRUE BLUE, schr., of Boston, 10 carriage guns, 12 swivel guns, 45 men including officers, captured Jan. 27th, 1778, south of George's Banks by H. M. S. Appollo and Venus, 4 carriage guns thrown overboard during the chase. William Belcher, 2d lieutenant of *True Blue* made deposition.

TRYAL, sloop, Joseph Bass, master. Libel filed Oct. 13th, 1777. Capture made by H. M. S. Orpheus. All papers in this case referred to "as on file." Evidence in this and the preceding case was taken before a full Court Martial held on board the Orpheus by J. Sansbury, Deputy Judge Advocate.

TRYAL, sloop, libel filed June 24th, 1782, by H. M. Sloop of War the Albany.

TWO BETSYS, brig, a recapture. "Henry Botson, owner of the Brigantine, *Two Betsys* being duly Sworne, deposeth, that he was bound from Malina in Gibralter, to London loaded with Fruit Wine &c, that on said Passage, about, the 23^d of April last, Cilley then bearing about N. N. East distant 12 Leagues, he fell in with a Rebell Privateer call'd the Freedom, Commanded by one John Clouston belonging to Boston, haveing, 12 Gunns about 60 or 70 men, that the Privateers people Boarded the Brig *Two Betseys* & took possession of her, & then shap'd their Course for Boston, that on the 5th June Instant, Cape Negro bearing about N. N. East distant about 8 Leagues,

they fell in with his Majestys Ship Mermaid, James Hawker Esq^r Commander, who retook the said Brig *Two Betsys*, & brought her safe into this Port."

"Henry Botson being Re examined further Deposeth that when he was taken by the Rebels they had with them two Prizes which they had before taken, that the Rebels threw part of the Cargo of the Brigantine *2 Betseys* into the Sea, & took out part of the Cargo of one of the Prizes, being a Brigantine called the Dispatch one Morgan Regan, Master, of Cork viz. four Pipes of Wine, Forty two Quarter Casks full & five Empty ones Drank by the Privateers People, or Leaked out by Bad Stoage, Twenty Six half boxes Lemmons, some three fourths out & some full. And out of another vessel which the Deponant understood from the Rebels they Destroyed some time before, part of two Cables, one Eleven Inch, the other Ten, and four Sails, That he understood by the Rebels this Vessel belonged to the Gurneys, & that her name was the Gurney, & further Deposeth that the Capt. of the Brigantine from which the Wine was taken, wrote in the Deponants Pocket Book as follows. "Capt Morgan Regan of the Brig Dispatch to the care of Mr Stephen White Mercht. Cork," Please to act for me as for yourself."

TWO BROTHERS, schr., Philip Ashton, master, Marblehead to Kennebec River in ballast for a load of cordwood, captured Feb. 8th, 1781, by armed schooner Arbuthnot, tender to the Allegiance, and carried into Penobscott. The people on the *Two Brothers* were given their liberty on parole.

TWO BROTHERS, sloop, George Maxwell, master, from Boston to some place near Casco Bay, captured previous to June 9th 1777, in Massachusetts Bay, with no papers except a register, by H. M. S. Ambuscade.

TWO BROTHERS, sloop, owned in Boston, bound from Frenchman's Bay to Boston, loaded with cordwood, captured near the end of August, 1777, on the coast of New England, by H. M. S. Rainbow.

TWO FRIENDS, schr., a recapture. This schooner had been captured by the Neptune, rebel privateer, and was recaptured Oct. 10th, 1781, in Boston Bay, by H. M. S. Chatham.

TWO SISTERS, schooner, — Leach, master, from Cape Francois to some port in New England, cargo: principally molasses, captured about March 9th, 1777, between Cape Negro and Cape Sable, by H. M. S. Milford. The master, mate and a boy were taken in the Schooner, and four hands who tried to escape were also taken.

UNION, brigantine, Andrew Thorndike, master, a recapture. Evidence apparently taken at Liverpool. Cargo condemned as lawful prize, and the brigantine to pay an eighth.

UNION, privateer sloop. "Jonas Fauson Commander of the Brig Howe being duly sworn deposes, that they fell in with a sloop Privateer off of Halifax Light House on Saturday last which they chased into Prospect, that the people on board run her into a narrow Harbour and then made their escape with all the papers as this deponent believes as he found none, that she has six Guns two pounders, that the said ship was brought into this Harbour where she now lays, that her name is the Union." The Union was claimed, and ordered to be restored and delivered up to the claimants John Brook, Nathaniel Brown and Thomas Fearson, and libellants and claimants each to pay their own costs.

VENUS, brigantine, a recapture. "Alexander Read Elliot midshipman on Board his Majesty's ship of War the Milford (Henry Mowat at present Commander) being duly sworn Deposeth that on or about the 1st day of November Inst. about 15 Leagues to the Eastward of Cape Ann the said ship Milford fell in with & retook the Brigantine *Venus*, whereof one Stanfield was Master, that there was 4 of the hands belonging to the Brig on Board and six Rebels, that they proceeded with said Brig after she was taken by Captain Mowat immediately for this Port of Halifax, where she now is."

“James Crawford Super Cargo of the Brigantine *Venus* being duly sworn Deposeth that on or about the 18th of September last about 60 leagues to the Westward of Ireland he was taken by a Privateer Schooner called the *Hawke*, whereof one John Lee was Master fitted out by some of the Colonies now in open Rebellion mounting 8 or 10 Carriage Guns, with Swivels, and about 30 men. That after they took the Brig *Venus*, they shaped their course for Newbury & were got within about 15 Leagues of Cape Ann, when they fell in with Captain Henry Mowat, Commanding his Majesty's ship *Milford*, who retook the said Brigantine *Venus*, & brought her into this Port of Halifax, where she now is.”

VENUS, ship, George W. Babcock, commander, built in Weymouth, near Boston in Oct., 1780, owned by Thomas Harris of Boston and John Brown of Providence, bound on a cruize to the Banks of Newfoundland, captured July 16th, 1781, by H. M. S. *Danae*. George W. Babcock, commander, made deposition.

WARREN, schr., carrying eight carriage guns, some swivels, and about forty men, captured to the westward of George's Banks about Aug. 26th 1776, by H. M. S. *Liverpool*.

WASHINGTON, of Boston, Nathaniel Wardell, commander, last from Plymouth, bound on a cruise, 12 carriage guns, threes, fours, and sixes, no cargo other than three months stores, captured May 30th, 1778, southward of George's Banks, by H. M. S. *Blond*.

WILLIAM, schr., Osborn Serjeant, master, Cape Anne to Bilboa, cargo: rice and tobacco, captured Feb. 19th, 1778, eastward of St. George's Banks, by H. M. S. *Raisonable*.

WILLIAM, schr., William Tucker, master, Cape Anne, on a fishing cruize, captured previous to July 11th, 1781, by the schooner *David*, and taken into Penobscott.

WILLIAM, schr., loaded with fish, bound to the West Indies, had no papers, captured near Long Island the beginning of June, 1776, by H. M. S. Cerberus.

WILLIAM AND BARBARA, sloop, a recapture. "George Harris, Purser of his Majesty's Ship of War the Albany, being duly Sworn Deposeth, that on their Passage from New York to this Port of Halifax, they fell in with the Sloop *William and Barbara* on the 29 day of May last, being off of Cape Sables, that Joseph Haines, acting Capt. of the Albany, order'd the Boat out and Boarded said Sloop, & found she was from St. Lucas bound to Perth Loaded with Salt & Wine, that she had been taken about six weeks before by the Rebels, and was then in their Possession, that the former Master & all the Hands, were taken out of her by the Rebels (except a lad) that the said Sloop is now safe in this Port, that the papers now produced by the Advocate Genl. and filed in Court No. 1 to 6 were found on board the said sloop."

"David Martin, seaman on Board the Sloop *William and Barbara*, being duly Sworne Deposeth, that he was ship'd on Board said Sloop at Perth in Scotland, that on their Passage from St. Lucas to Perth, being sixteen Leagues to the southward of the Rocks of Silly on the 15th of April last, they fell in with an American Privateer Brig commanded by one John Clouston, who boarded and took Possession of the said Sloop, took out the Capt. & all the Hands except the Deponant, & mann'd the Sloop with Rebels & then shap'd their course for Marblehead or some Port in the Rebellious Colonies, that on or about the 27th of May they fell in with the Albany Sloop of War who retook the said Sloop *William & Barbara* & brought her safe into this Port."

WINDSOR, ship, a recapture. Memorial of John Prince, merchant and owner of the ship Windsor, a recapture, filed Feby. 28th, 1781. There is no record of the recapture, nor of any libel.

YORK, ship, a recapture. April 30th, 1778, "Thomas Cribben master of the Arm'd Brig Cabot being duly sworne

deposeth, that being on a Cruize in said Brig on the coast of Nova Scotia on or about the 25th of last April they fell in with a Ship which they Chased about 5 Hours, when they came up with & took her being then about 8 or 9 Leagues to the Southward of Port Mutton, that they found she was from Martinico, Bound to Boston Loaded with Salt & Molasses, the Captain's name was Barnard, the Capt. told the Deponant the Ship was owned in Martinico, that she was arm'd with 4 carriage Guns & a number of Swivels, mann'd with seventeen men all Americans, the ship was called the *York*, that she is now in this Harbour, that the papers now produced being No. 1 to 4 were found on Board her, that she was under American Colours when the Cabot took her."

"Joseph Evans being duly sworn deposeth that he was at Barbados last year about this time, that to the best of his knowledge the Ship *York* came there from Glasgow & that the master's name was McVie, that he the Depon^t took such notice of her that he knew her again as soon as she came into this Harbour, that she had the same name (*York*) wrote on her stern, & in the same manner as is now & that he verily Believes this is the same ship, & that she belongs to some Person in Glasgow."

"Alexander Brymer Esq^r being duly sworn Deposeth that the Ship *York* now under Libel in this Court by Capt. Dodd as a Prize was two years ago in this Harbour one McVie Master, that the said ship was then Consigned to the Deponant by Alexander Spurs & Co. in Glasgow the owners of said Ship & the Deponant further Deposeth that he has been Credibly Informed that the said ship on her Passage this Spring from Glasgow Loaded with Herring, Dry Goods, & 18 Horses, Bound to Barbados was taken by an American Privateer Brig called the *Washington* mounting 18 Guns & Carried by them into Martinico, & that the said Privateer was afterwards taken when it appeared by the Journal kept by the Privateer that they had taken the Ship *York* four days before."

Unknown sloop and cargo, captured off Cape Ann with no papers on board the crew having quitted her before capture, some time in May 1776, by H. M. S. *Lively*.

Two schooners, names unknown, loaded with wood and empty casks, captured off Machias in July, 1776, with no papers to be found, by H. M. S. Viper.

Unknown brigantine, upwards of 100 tons, loaded with a quantity of molasses, captured off Cape Cod, August 1st, 1776, with no one on board and sails and rigging cut to pieces, by H. M. S. Liverpool.

"28th June, 1778. Jones Fausen and ———, Commanders of the Arm'd Sloops the Howe and Gage vs. the Sloop *Packet* & Schooner *Foxe* American Privateers.

"Libel filed and Entered & Order made thereon as on file. The Evidence and Papers as on file. 17th July Court opened by making Proclamation as usual, the Libel Order and Return thereon read, the Evidence and Papers read, proclamation made for all Persons claiming property in the Sloop *Packet* & Schooner *Fox* and their appurtenances to appear and assert their Claims, & Defend their rights to the same, none appeared. . . . They were both condemned as Lawful Prize to the Captors."

Unknown sloop, loaded with molasses, rum, sugar, and cotton, captured March 3d, 1780, in Tenant Harbour, about 20 Leagues to the westward of Penobscott, run ashore and deserted, by the privateer schooner Lucy, and taken to Liverpool, N. S. The people of the sloop fired upon the captors from the shore, and the captain said she was Gualdelope to Newbury.

Unknown schr. belonging to Nantucket in ballast, one Gardner, master; captured about June 20th, 1780 on the coast of New England, by the Letter of Marque schooner Lucy of Liverpool, to which port the prize was taken. They called her the Nantucket. The Capt. and crew went ashore in a whale boat.

Two Shallops, names unknown, captured by armed schr. David and libelled March 16th, 1781.

A schooner-rigged boat, loaded with tobacco and Rum, captured previous to June 20th, 1781, by Schooner Adventure.

(To be continued.)

ESSEX COUNTY NOTARIAL RECORDS,
1697-1768.

(Continued from Vol. XLV, page 220.)

[37]

To Mary Houghton by Discount	0.	9.	0
To Cash p ^d you	1.	6.	6
To Judith Wilson	0.	15.	9
To 200 pump nails	0.	1.	6

£230. 6. 5

Credit

1735 By 51366 Shingles 18/ p m	46.	4.	6
By 1200 Staves 50/ p m	3.	0.	0
By 24 Barrel hoops 25 p m	3.	0.	0
By 35177 feet boards & Plank 50/ p m	87.	18.	9
By 9 Barrells pork 35/ Ⓕ	15.	15.	0
By 97 Bushells Salt 18 ^d p	7.	5.	6
By 27496 fish in 35 hh ^{ds} 9/ p Cwt	123.	14.	6

£286. 18 3

By John Dyer for 1 Rum hh ^d Charges	1.	8.	0
By y ^r Secretarys fees Charges you in mistake	0.	15.	6
By Duty 2 hh ^{ds} Rum borrowed on the Cocket	0.	12.	0

£289. 13. 9

1735 Continues amount brought over	230.	6.	5
To ballance due to Cap ^t Habak ^k Gardner	59.	7.	4

£289. 13. 9

(333)

D^o Gardner D^r

To Discount with John Fulder for

acc^t Lupton 0. 10 1 1/2

To D^o with John Mulkere acc^t Blowers 2. 2. 6

To D^o with Matthew Thornton 1. 10. 0

£4. 2. 7 1/2

To ball^a due to Hab^k Gardner 55. 4 8 1/2

Supra

C^d

by the ballance of the above acc^t £59. 7. 4

Mountserat Errors Excepted this 10 7^{ber} 1735

Pet^r Hussey.

“Mountseratt September the 10, 1735 then adjusted the within account with Capt. Hab^k Gardner & find myself Indebted to him the full sum of Fifty five Pounds four shillings & Eight pence half penny Currant money of s^d Island which I promise to pay s^d Gardner or Order at or before the first of March next Ensuing. Pet. Hussey.”

Witness, John Mulryan Jun^r. Endorsed by Hab^b Gardner to Col. Benjamin Browne, Mar. 16, 1735/6. Endorsed by B. Browne to Capt. Joshua Hicks, Salem, Apr. 26, 1738.

[38] M^r Charles Daly's Bond for £220. 8. 0

M^r Henry Syms note for 7. 7. 0

M^r John [blotted] oses note 7. 13. 6

M^r Charles Pillsons D^o 8. 18. 0

M^r W^m Earles acc^t 0. 16. 6

M^r Joseph Bakers ballance D^o 0. 15. 0

M^r Nicholas Daniells D^o 13. 3. 0

£259. 1. 0

Mountserratt 9^{ber} the 19th 1737. Thiton Skerrett's receipt for the above papers to Capt. Joseph Grafton. Witness, Andrew Joyes.

Bond. John Cole and Robert Ford, merchants, of St. Margaret Co., Maryland, to Paul Thorndike, jun^r of New

England, mariner, for £500, "Maryland Currency," Apr. 4, 1738. They to deliver to said Thorndike 200 bushels of wheat on or before Sept. 25, and 2100 bushels of Indian corn on or before Jan. 31. Witnesses: Cornelius Maning, Enoch Combs.

[39] Promissory note, dated St. Eustatia, Aug. 20, 1738, for 5 months, Christopher Almey, Jun^r, to Capt. Richard Derby, for 31 pieces of Eight for lumber. Endorsed by Derby to Capt. John White, dated Salem, Nov. 25, 1738.

Bill of Exchange. Thirty days sight draft, William Jackson to William Hebb, for £11. 11s., dated Maryland, Oct. 28, 1738. Indorsed by William Hebb, Thomas Dean and Philip Sanders. "To Capt. William Jackson In W haven."

Power of attorney given by Abraham Valpey of Salem, Mariner, to wife Elizabeth, Oct. 30, 1730. Witnesses, Jos. Grafton, Warwick Palfray. Acknowledged before Benj^a Lynde, Justice of the Peace. Dec. 22, 1739, Elizabeth Valpey substitutes [40] Thomas Lisbrill of Salem, mariner, as attorney in her stead. Witnesses, John Byrne, Daniel Lisbrill. Acknowledged before John Higginson, Justice of the Peace, June 30, 1740.

[41] Note dated Paramaribo, Apr. 16, 1739, Philip Fiot to Benj^a Pickman, Joshua Hick and Thomas Gunter, owners of the Brigantine Essex, John Berry, master, for 911 Gilders and 15 Stivers, Surinam currency. Endorsed by Benj^a Pickman to Edward Tothiel, dated Salem, Nov. 21, 1741.

John Mulkere's receipt to Capt. Rich^d Derby for five orders on sundry persons amounting to £28. 5s. to be remitted to Capt. Benjamin Gerrish, jun^r & Co., merchants in Salem. Dated Monserat, Mar. 17, 1741. Witness: Dom. Lynch.

Ja ^s Farrill jun ^r	£16. 6. 0
Jn ^o Blake	6. 10. 0
Jn ^o Missitt	2. 15. 0
Sam ^l Baker	0. 19. 0
Benj ^a Walker	1. 15. 0
	<hr/>
	£28. 5. 0

[42] Deposition of Martha Williams of Beverly, widow, aged about 85 years, that "She was very well acquainted with John Knight, late of Beverly, mason, and that she heard him Say that his Father William Knight was a mason & a Deacon of a Dissenting Congregation in England & that he came over with one Hathorne & others for the Enjoyment of the Liberty of his Consience & died at Lynn in New England and that said William had a House plaistered on the outside with plaister of Pllis & an Estate in Lands in England also the Liberty of Killing Deer & Rabbitts in a certain Park there and that he the s^d John was born in England came over into New England with his Father went into England again in the Time of the civil wars Listed himself under one Col^o Blundel in the service of the Parliament was at Abingdon when Prince Maurice Entred the Town but was beat out by Blundel that he Continued in the service of the Parliament four years that he then married and came into New England where he had Issue John his Eldest son, William & Joseph, Emma & Martha. She also Saith that he went again to England about anno 1672 to get the Estate which his Father left there (as he said) where she heard he married again & died. She also Saith that she knew John Knight the reputed Eldest Son of s^d John and that he had Issue John his reputed Eldest son who now lives at Manchester in the County afores^d, a Carpenter by Trade & that knows of no other John Knight at Manchester afores^d." Dated Beverly, Jan. 17, 1742-3. Acknowledged before Benjamin Lynde Jun^r and Ichabod Plaisted, Justices of the Peace.

Deposition of John Porter of Wenham, aged about 85 years, that "he knew John Knight, late of Beverly, ma-

son, that he was a very tall man, that he went into England [43] about 1672 and left behind him his Eldest Son, who is now dead, Joseph, William, Emma & Martha," etc.

Power of attorney given by Robert Roundy of Windham, Conn., weaver, to George Dealand of Salem, cordwainer, June 15, 1732. [44] Witnesses: John Stevens, John Higginson, who made oath before Mitchel Sewall, Justice of the Peace, Salem, Feb. 24, 1742.

Writ of Execution. Ammi Ruhamah Wise, Esq., of Ipswich, the last Tuesday of March, recovered judgment for title and possession of a mansion house and shop, with six rods of land, in Ipswich, bounded by the meeting house, homestead of Capt. Edward Eveleth, land formerly Arthur Abbott's, now Arthur Abbott, Jr.'s, Nathaniel Smith, tailor, and county road, against John Whitaker of Ipswich peruke maker, [45] for £2. 6s. costs and damages. Dated Salem, June 10, 1740. Writ returned June 12, 1740 by W^m Dodge, undersheriff.

[46] Protest. Capt. Andrew Dewar, master of the Ship Neptune, 235 tons, made declaration that "Sept. 16 last he sailed from St. Johns Harbour in the Island of Angegua, for London, with a cargo of sugar, rum, cotton and logwood, that on the 30th, in Latitude 31°, 17' North, about 40 leagues to the Eastward of the Island of Bermudas," about Eight of the Clock in the morning the wind blowing hard at north Northeast & Northeast & the Ship lying too under her main sail the gale Increasing they furled the mainsail that in about an Hour after the wind blew so violently that it lay their Gunwale under water & kept her down for a Considerable Time & the seas running very high they shipped a great Sea that washed two carriage Guns off the Deck & their Small Bower Anchor from their head & sounding the Pumps they found nine feet of water in the hold, that about Ten of the Clock the loosed the goose wings of the foresail in order to wear the Ship She then laying with her Gunwale under water—by the violence of the gale but she not wearing they were

obliged to cutaway her mizen mast & main Top mast but they could not get her before the wind the foresail about that Time blew all to pieces that they during the whole Time kept both Pumps going that in about half an Hour afterwards the Ship wore when she was peopled by a great Sea that broke in the deadlights of the Cabin windows & almost filled the Cabbins with water then they sounded their Pumps & found nine & an half feet of water in the hold which they pumped up thick & black as molasses about Twelve of the Clock in their Extremity they cut away her main mast to save the ship & their lives constantly keeping the pumps going but not gaining anything on her the Long Boat yawl & booms driving from side to side of the ship which they feared would have Stove her Sides asunder about two of the Clock the Same Day the ships Company came to him & pressed him to cut away the foremast which at first he refused but finding the ships hold full of water tho they kept both pumps constantly going & the ship very low down in the water he gave order for cutting away the foremast which was done and at that Instant they shipped a Sea which quite filled their Decks floated the long boat yawl & Booms overboard when loosing all hopes & fearing every moment that the ship would Sink under them everybody left the pumps for some time & the Declarant the passengers & Mate took [47] their leave of each other Expecting Soon to leave the world then calling up his Sailors again upon Decks he Set Some of them to the pumps others he employed in throwing Cotton overboard out of the great Cabbins to lighten the ship on Fryday the first Day of October the Gale abated but tho they kept both pumps going all Day they could gain but very little of the ship there being Still nine feet of water in the hold on the Second Day of October about one of the Clock it was almost calm and a very great Swell from the westward and the hands Standing by the Pumps the Ship Suddenly over sett with her larboard Gunwale down under water when everyone in the utmost distress thinking they were Instantly going to the Bottom cryed we are gone but the Declarant ordered half his men to keep to the Pumps the other to work

in clearing the Ship & lighting of her in order if possible to right her that they cut away their best Bower & Stream Anchor together with their best Bower Cable from the larboard Side threw over two Carriage Guns Sixteen Hogsheads of Sugar Several Baggs of Cotton all their fire wood (So that they have been Obliged Since to burn a great Quantity of the Staves of their Empty Sugar Hogsheads having no other fuell) and everything that came to hand in the Hatch way in order to Scuttle the Hogsheads on the larboard side that on Sunday the Third Day of the s^d month they got the lower Hatches open & found many of the Hogsheads in the hold with the Sugar all out & the Hogsheads washed quite clean that they got up Thirty of them & threw them overboard & put full ones from betwixt Decks down in their room that the Ship lay Eleven Days upon her broad side that it was six Days before they got a Launch upon her both Pumps going constantly Day & night the whole Time So that Several of the men fell down at the Pumps with fatigue & that having no mast nor sails fit to proceed on their Voyage on the twelfth of October with a mizen Yard for a Jury foremast Ensign Staff for a foreyard having brought his People to short allowance of water & bread he steered his cours for some port in North America with an Intent to reach Boston & arrived at Cape Anne the sixth Day of November Instant and yesterday the Eighteenth Day of the same month he saild with the s^d ship from Cape Ann Harbour with a Design for Boston that being the most Convenient Port to refit the ship but after they had got without the Harbour the weather growing thick & foggy & the wind very high & the Pilot refusing to take charge of the ship so far as Boston he steered for Salem Harbour where they arrived last night [48] where the Declarant concluded to Stay to refit the ship thinking it too great a risque at this Season of the year to attempt for Boston again." Walter Kelley, chief mate, and David Hamilton, second mate, also made oath to the above, Nov. 19, 1742.

[49] Protest made at Gloucester by Capt. Andrew Dewar, David Hamilton, second mate, and George Winsor,

boatswain, of the Neptune, Nov. 5, 1742, "arrived in this Harbour about Eight of the Clock last night." Sworn before Epes Sargent, Justice of the Peace, the Notary Public for Gloucester, "having sailed Eastward Ten Days before," Nov. 6, 1742.

Note, dated Montserat, Apr. 2, 1743, Edmond Kelley to Capt. John White, on account of Capt. Richard Derby, for £28, to be paid in molasses at current price, viz., 12d. Ⓕ gallon. Witness: Tho^s Welch.

[50] The amount to be shipped to Capt. Benjamin Gerrish & Co., Salem, the 3d, Bills of Loading to be left with M^r Kelley.

Writ of Execution, James M^cHard of Haverhill, merchant, on last Tuesday of Sept., 1740, recovered judgment against Jonathan Roberts of Haverhill, yeoman, for 10s. damage, and £5. 11s. costs. To be returned at Ipswich the last Tuesday of March. Dated Salem, Jan. 6, 1741.

[51] Haverhill, Mar. 29, 1742, Ebenezer Buck and James Peirson, Jr. appointed by the officer, the debtor refusing, and Daniel Herrick, by the creditor, appraised a piece of land belonging to Jonathan Roberts, bounded by Edward Thompson, James M^cHard, etc., at £10. Returned by Edward Thompson, undersheriff.

Shipped by Maj. Joshua Hicks on Schooner Elizabeth, Samuel Peele, master, now in Salem harbor bound for Virginia or Maryland, [52] 2 Hogsheads rum, containing 230 gallons, to be delivered to Joshua Hicks, he paying freight at rate of £4 Ⓕ ton with primage and average. Dated Salem, May 8, 1741.

Invoice signed by Samuel Peele, dated Salem May 7, 1741.

1 Hogshead q ^t	121 Gallons
1 Ditto q ^t	109

230 gallons @ 7/6 Ⓕ £96. 5.

(To be continued.)

NEWSPAPER ITEMS RELATING TO ESSEX COUNTY, MASSACHUSETTS.

(Continued from Vol. XLIV, page 347.)

These are to Notify the Proprietors of *Narragansett* Township No. 1, That there was raised, levy'd and assess'd on said Propriety *Decem.* 1, 1756. £96 Money to defrey the Ministerial Charges arising in said Year, which amounts to 16s. per Right or Share in said Township; Also levy'd and assess'd on said Proprietors the 6th of *October* 1757. £82 13s. 4d. Money to defrey the Ministerial and other necessary Charges for said Year, which amounts to each Proprietor 13s 10d. Money.

These are therefore to Notify the several Delinquent Proprietors here after named, to pay the several Sums affixed to their Names to Mr. *Cutting Moody*, or to Deacon *Aaron Potter* of *Ipswich*, or their Lands will be exposed to Sale the last Thursday in *June* next, at Mr. *John Thorlow*, Innholder in *Newbury*, by publick Vendue as the Law in such Cases directs.

Philemon Dean 13s 10d
Step. Greenleaf 13s 10d
Nicholas Rawlins 13s 10d
Robert Down 13s 10d
Isaac Hsley 13s 10d
John Luighton 13s 10d
Robert Kinsman 13s 10d
Sam. Appleton £1 9s 10d
Hugh Galloway ditto
Rich. Jacobs £1 9s 10d
Samuel Taylor 13s 10d
Edmund Potter £1 9s 10d
James Burnam Do
Joseph Brown Do
Jonathan Verry Do

Zechary Davis Do
Joseph Pulmer £1 9s 10d
Jonathan Moers Do
Jabez Mulgrove 13s 10d
Cornelius Davis £1 9s 10d
Caleb Jackson Do
John Boynton Do
Joseph Rose Do
Thom. Eastman £1 9s 10d
Solomon Sheppard Do
John Davis Do
Daniel Rolf Do
Robert Swan Do
Moses Durell Do
Simon Adams 13s 10d

342 NEWSPAPER ITEMS RELATING TO ESSEX COUNTY.

Daniel Thirston 13s 10d
Thomas Smith £1 9s 10d
Caleb Richardson Do
Joshua Boynton Do
John Stickney £1 12s
John Shepard £1 9s 10d
Thomas Brown Do
Thomas Low 13s 10d
Richard Allen £1 9s 10d
Richard Currier Do
Samuel Hadley Do
Richard Swan Do
Christopher Keniston Do
John Woodins 13s 10d
Judah Trumbal 13s 10d
Thomas Dow 13s 10d
Edward Cogswell 13s 10d
Moses Little 13s 10d
John Brown 13s 10d
Zach. Newmarsh £1 9s 10d
Seth Story £1 9s 10d
Benjamin Newman Do
John Barker £1 9s 10d
Samuel Ingols £1 9s 10d
Samuel Paine Do
John Lovell Do
Isaac Fellows Do

Henry Bodwell 13s 10d
Francis Young 13s 10d
George Cross 13s 10d
Moses Chase 13s 10d
John Williams 13s 10d
Ezek. Woodward £1 9s 10d
Daniel Ringe £1 9s 10d
Nath. Emerson 13s 10d
Caleb Kimball £1 9s 10d
Peter Emons Do
Jonathan Clark Do
William Knowlton Do
Jonathan Emery Do
Samuel Poor Do
Daniel Somerby Do
Christopher Bartlet Do
John Mitchell £1 9s 10d
Henry Poor Do
Gershom Brown Do
John Spoffard Do
John Hearin Do
John Lad Do
John Martin Do
James George Do
Daniel Russe Do
Edward Colcutt Do

Newbury, April 28,
 1758

Joseph Gerrish }
 Joseph Coffin } Committee
 Aaron Potter }

Boston Gazette, May 22, 1758.

JUST PUBLISHED

(And Sold by the Printers hereof;)

*A Sermon preached to the Ancient and Honorable AR-
 TILLERY COMPANY in Boston New-England, June 5,
 1758. Being the Anniversary of their Election of Officers.
 By THOMAS BARNARD A. M. Pastor of the first
 Church in Salem.*

Boston Gazette, July 17, 1758.

The following Particulars may be depended on, of the Skirmish between a Party of Col. Nichol's Regiment and the Enemy near Half-way-Brook.

Stockade, at Half-Way-Brook, July 20, 1758.

Last Evening we sent ten Men to escorte a Post to the Lake, and as they were returning early the next Morning they met an Indian within $\frac{1}{4}$ of a Mile of the Advance-Guard of the Lake, who said he belonged to General Johnson—he was destitute of Arms and Ammunition, but said he was going to the Lake after his Powder-Horn and his Gun, he had left at the Stockade Fort there, and so he passed them; Our People had not travell'd three Miles before this Indian overtook them, having his Powder-Horn and would fain have passed them, but they travelling very fast kept him Company till they came within a Mile and $\frac{1}{2}$ of this Stockade, where lay in Ambush near 50 of the Enemy, who cahoop'd, at which the Indian sprung out of the Road towards the Enemy, and cahoop'd likewise, then the Enemy fired upon them; all which was done in an Instant; All these unhappy Men fell into the Hands of the Enemy, except one, who was reliev'd by a Party consisting of near 100, which was sent out immediately at the Hearing of the Guns; two Indians who were pursuing the Soldier, fled back near the Place where the Ambush was, where lay a large Body of the Enemy in a curve line with a great Advantage of Ground, which they arose from and fir'd, which was well answer'd from our Front; the Enemy being very numerous attempted to flank us, but a second Party being sent out covered a Retreat and prevented their Design; However artfully they laid their Scheme, it appears from several Circumstances plain, that the Enemy had a Design to keep us in play, till they could cut us off from Fort Edward, which if they had, the parties posted between the Fort and the Lake must have been cut off and destroyed* as the Enemy did consist of Eleven or Twelve Hundred. By the great Marks they left behind them where the main Body lay, we have Reason to believe that we

*Col. Nichol's Regiment is posted at different Places between Fort Edward and the Lake.

kill'd and wounded a considerable Number of the Eneemy, by the Number of Poles cut and hew'd for Biers; they left of Peas, Pork, Indian-Meal, a considerable Quantity on the Ground, as also Spears, Poles, Packs and Blankets: They march'd off in 5 Paths or Columns towards South-Bay, all which was discover'd by Major Gage and his Party.— Among our slain are several brave and worthy Officers, and the others narrowly escaped, who also behaved well.

In the List of Killed and Missing of the above party are

Of Capt. Jones Company

Moses Hagget of Andover, wounded and since dead.

Of Capt. Foster's Company

Killed Ensign Daniel Davis of Methuen

Of Capt. Poor's Company

Killed David Payson of Rowley

Missing Caleb Kimball of Rowley.

Boston Gazette, Aug. 14, 1758.

FIFTY DOLLARS REWARD.

On the Night between the 2d & 3d of *July* 1758. The Shop of *William Morland* of Newbury was broke open, out of which the following Goods are stolen. Viz. One Piece superfine Purple and red Chints, one Piece blue and white ditto, Check'd Figure, two Pieces of coarser ditto, Purple and Red, two Pieces of Cotton and Linnen ditto Purple and White one Piece fine Cambrick, sundry Pieces fine Irish Hollands, one Dozen fine 3 thread white thread Stockings, 2 Dozen fine Worsted ditto, one Piece superfine Scotch Plaid red and green, sundry Pieces of fine wide black Bone Lace, sundry Pieces fine white Cap ditto, sundry Pieces wide new fashion Satten Ribbons, Sea-wave at Sides, with sundry other Figures, three Pieces fine 7, 8 Check Linnen, four Pieces of stript Holland, one Piece of London Shalloon, six pair of brass Candlesticks, one Piece of plain Lawn, one Piece long ditto, sundry Bundles of Sleeve Buttons, Glass sett in Brass, one Card Bristol Stone sett in Silver, one Seal Ring with a Cornelion Stone, &c. &c.

Whoever shall make Discovery of the Thief or Thieves so as legally to convict them of said Theft, shall have FIFTY DOLLARS Reward, of me the Subscriber.

WILLIAM MORLAND.

Boston Gazette, Aug. 14, 1758.

We have Advice from Cape Ann, that a Fishing Schooner arrived there Last Week, that had been taken by a French Frigate, which after being Pillaged of all her Fishing Stores, the Master ransom'd for 200 Guineas. The Capt. of the Frigate told the Skipper of the Schooner that he came from Canada with 14 Frigates and six Ships of the Line; and that he was to cruize some Time on the Banks. He likewise informs That a Marblehead Schooner was taken about the same Time.

Boston Gazette, Aug. 21, 1758.

We hear from Ipswich, that one Day last Week a Man of considerable Estate hang'd himself, for Fear of coming to Want.

Boston Gazette, Oct. 16, 1758.

Just launched and to be Sold by *Michael Dalton*, of *Newbury*, a good well-built Ship between 180 and 190 Tons, of proper Dimensions for stowing sugar or Tobacco. *Newbury, October 11, 1758.*

Boston Gazette, Oct. 16, 1758.

To be LETT by *Samuel White* of *Haverhill*, on reasonable Terms, his Fulling Mill in said Town, with a convenient Shop and Yard, and all the Utensils belonging to a Clothier's Trade; any Person inclining to Hire the same, or carry on the Business, may meet with all proper Encouragement from said *White*.

Boston Gazette, Oct. 23, 1758.

Run away from his master mr. *Timothy Perkins* of *Middleborough* in the county of *Essex*, a negro servant named *Pompey*, of a middle stature; said Fellow has lost one finger from one of his hands; Whosoever shall take up said

Negro, and convey him to his master shall have Four Dollars reward, and all necessary charges paid.

By *Timothy Perkins*.

Boston Gazette, Nov. 6, 1758.

A Schooner bound hither from the West Indies, laden with Salt, John Proctor, lately of Halifax, Master, was drove ashore on Ipswich Beach, Yesterday feo'night in a tempestuous Season; the Vessel and Cargo lost; and the Master, three Men (two of which tis said belong'd to this Town) and a Negro were drowned; two others got ashore and sav'd their lives.

Boston Gazette, Nov. 13, 1758.

To be lett at a reasonable rate, by *Mary Gott*, administratrix to the estate of her late husband, *Daniel Gott*, deceas'd; the tan-yard and tan-house that belong'd to said *Daniel*; and the easterly part of his house, viz. one room, chamber and garret, and the cellar under it. The said tan-yard has vats enough to tan 500 hides in a year, and skins in proportion. The said tan-yard and house are all commodiously situated in *Wenham*. Any person that is inclined to have the tan-yard without the housé, may have it be itself.

Boston Gazette, Nov. 13, 1758.

[In a] List of Vessels burnt, drove ashore and carried off at Monti-Christi, by a French Frigate the 2d of December 1758 [appears the]

Charming Molly Davis of Ipswich, with 90 Hhds. of Molasses, and 6 of Sugar. Burnt.

Boston Gazette, Jan. 15, 1759.

Barbados Rum to be sold by the Hogshead, at *Salem*, by *Stephen Higginson*.

Boston Gazette, Jan. 22, 1759.

We hear the following Gentlemen were settled in the Ministry the Month past, viz. January 3d, The Rev. Mr. Nathan Holt at Danvers—10th, Mr. Elias Smith at Middleton, near Salem—Mr. John Searle at Stoneham; and Mr. Jonathan Eames at Newton, New Hampshire—31st, Mr. Elizur Holyoke at Boxford.

Boston Gazette, Feb. 5, 1759.

Friday Morning last died here of the Measles, *Henry Gibbs*, Esqr. of *Salem*, who for several Years past has serv'd the Great and General Court or Assembly of this Province in the Capacity of a Clerk, to general Acceptance: We hear his Funeral is to be attended this Afternoon.

Boston Gazette, Feb. 19, 1759.

TO BE LETT.

A Convenient Distil House, well situated and fitted with Stills, Worms, Tubs, Cisterns and other Conveniences; lying in *Marblehead*; Any Person minded to hire it, may inquire of *Richard Leechmere*, Esq. of *Salem*, or of *Thomas Green* of *Boston*, Esq.

Boston Gazette, Mar. 26, 1759.

We hear that Capt. Webster in a Sloop from Madeira for *Salem*, was cast away last Friday se'nnight, on *Hampton-beach*; great part of the Cargo which consisted of Salt and Wine will be saved, and 'tis tho't the Vessel may be got off without much damage.

Boston Evening Post, April 9, 1759.

To be Sold, a new Snow, Burthen about 125 Tons, 54 Feet Keel, and 21 Feet Beam, 9 Foot & half in Hold, and 4 & half between Decks, built with 2 Inch and half Plank, compleatly finish'd, and no lying at the Long Wharff in *Newbury*; for further Particulars, inquire of Captain *Arthur Craige*, in said *Newbury*.

Boston Gazette, Apr. 16, 1759.

NEWBURY—LOTTERY.

The Drawing of *Newbury-Lottery* (the IId Part) will punctually commence at the Town-House in *Newbury*, on Thursday the last Day of *May* next; there being a Subscription for the Tickets then unsold, if any there shall be.

TICKETS to be had of *Ebenezer Storer*, Esq.; Messi'rs. *Timothy Newell*, *William Jackson* and *James Jackson* in *Boston*; Capt. *Bowen* and Mr. *Chipman*, in *Marblehead*; Mr. *Pynchon* in *Salem*; Mr. *Symonds* in *Danvers*; *Daniel Gibbs* Esq.; and Mr. *Daniel Sergent* in *Glocester*; Major *Epes*,

Capt. *Staniford*, and Mr. *William Dodge* in *Ipswich*; *James McHard* Esq.; and Mr. *Joseph Badger*, in *Haverhill*; of the Managers in *Newbury*, and of *Edes* and *Gill* Printers.

[BUT TWO BLANKS TO A PRIZE.]

Boston Gazette, April 30, 1759.

We hear from *Beverly* that on Sunday April 29th in the Afternoon, the House of one Mr. *Picket* of that Town catch'd Fire, which soon communicated itself to the next House, belonging to one of the same Name; both of them were burnt to the Ground, also a Shop and sundry Barns, Four Families were burnt out and but few of their Goods saved, its supposed that some Children left at Home made a Fire near the House, while the People were at Meeting, which occasioned this sorrowful Disaster.

Boston Gazette, May 14, 1759.

Last Monday Capt. *Orne* arrived at *Salem* in a Schooner from *Jamaica* who was taken in his Pasaage coming through the Gulph, by a French Frigate; but ransom'd his Vessel and Cargo for 300 Dollars. This Frigate tis said was bound from France with Dispatches for *Quebeck*, but it being impracticable to get up the River *St. Lawrence*, stood to the Southward, in order to forward them by the Way of the *Mississippi*.

Boston Gazette, May 21, 1759.

Thursday forenoon last began and continued till the Day following in the Afternoon, the severest N. E. Storm of Rain, that has been known for many Years at this Season, during which Time the Wind very high; the Damage done by it that we have already heard of is, that almost all the Shipping at *Salem* and *Marblehead* are drove ashore; a Schooner belonging to Mr. *Cottle* of *Newbury*, ashore on *Plumb Island*; a Man belonging to which was knock'd overboard by the Boom the Day before, and drowned, the Vessel missing Stay; a Sloop belonging to this Port ashore on *Squam Beach*; another from *Maryland* ashore at *Marshfield*.

Boston Gazette, June 11, 1759.

Last Saturday Se'nnight there was a severe Thunder Storm at Newbury, in which the Dwelling Houses of Mr. Anthony Gwynn and Mr. Somerby were struck by the Lightning, but receiv'd no considerable Damage; 2 or 3 Cows were kill'd near by.

At the same Time at Newbury Newton the House of Mr. Greenleaf was struck by the Lightning and four People were knock'd down, and lay for dead for some considerable Time.

We hear from Andover that on Wednesday last the House of Mr. Jonathan Holt was struck by Lightning and considerably shatter'd; four Children being in a Room, two of them were struck down, but thro' Divine Goodness they recover'd in a few Hours after.

Boston Gazette, July 23, 1759.

The Proprietors of the Township of Lyndeborough (Part of which was lately Salem Canada) in the Province of New Hampshire, are hereby notified, that the Meeting of the Proprietors held on the 6th Instand at Salem, for the raising of Money and others Matters then to have been transacted was adjourned to Wednesday the First day of August next, then to meet at Mrs. Prat's in Salem to finish the other Articles mentioned in the Warrant for calling said Meeting.

The Delinquent Proprietors are also Notified, That at the said Meeting, The Proprietors taking into Consideration the great Hurt and Damage accruing to the Proprietees from the Neglect of seasonably paying up the Taxes (the last of which was voted more than two Years ago) did vote that the Standing Committee or the major part of them, be a Committee to dispose of the whole or so much of such delinquent Proprietor's Rights as may be sufficient to pay up their Taxes: Such Proprietors are therefore desired to pay in their Taxes, least their Lands should be exposed for Sale, as is designed by the Committee.

Benj. Lynde,
Benj. Pickman,
John Bickford,
Benj. Goodhue

Salem, July 7, 1759.

Boston Evening Post, July 23, 1759.

(To be continued.)

REVOLUTIONARY PRISONERS AT GLOUCESTER.

On January 11, 1782, a cartel from Halifax sailed into the harbor of Gloucester. The vessel was bound to Boston with prisoners of war to be exchanged and on account of sickness among the passengers put into Gloucester.

A list of these men has been preserved in a paper-covered memorandum book kept by the selectmen from 1781 to 1783, and now in the custody of the city clerk.

“A List of Sundry People and the Towns to which they belong, Landed out of a Carteele from Halifax, Bound to Boston, but by Reason of Sickness the Select Men was obligd to Take them on Shoar to Gloucester, and Provide for them : viz :—

Seth Cartwright	of Nantucket
Thomas Hunt	Brunswick
Thomas Barton	Salem
Eben Simns	do
Urey Donam	Dartmouth
James Lister	Boston
Asea Moon	do
—— Muling	do
Thomas Case	Dartmouth
Joseph Wheeler	Salem
John Finlis	Rhode Island
Tim Wellman	Salem
John Savig	Marblehead
Richard Mills	Philadelphia
Stanford Jackson	Poartsmouth
Naph Newell	Boston
Eshmel Reves	Ipswich
Benjm Niles	freetown
Thoms Jonson	Salem
Wm Dearing	Kittery
Henry Lewis	Poartsmouth
Thomas Trundy	do

— Smith	Cape Cod
Benjamin fuller	Poartsmouth
Joseph Hooker	do
Thoms Weller	Wells
Anthony Mitchell	Salem, a black
Joseph Greenleff	Newburyport
Richard Horton	Marblehead
Joseph White	Salem
John Pery	Manchester
Benjm Redin	Marblehead"

Nowhere in the record are we told of the nature of the sickness which caused the vessel to bear up for Gloucester, when within a little more than thirty miles from the port to which she was bound. That it was serious enough we may be sure, else her passengers would not have landed. For one of them it was only to die, for in the town's account against the Commonwealth, which was rendered under date of April 26, 1782, a coffin is specified. This account is made out in the handwriting of "John Low, per order of the selectmen," and is for supplies furnished.

	£	s	d
Doctor Plummer's acct.,	22	0	0
Captain Jacob Allen's acct.,	12	9	7 1-2
John Low, Esq., his acct.,	8	3	0
John Low, Jr., his acct.,	8	3	8
Eliphalet Davis' acct.,	1	0	6
Andrew Ellioit's acct.,	1	0	0
Jeremiah Robinson, sexton, acct.,	3	0	0
John Savill,	0	18	0
Abraham Davis his acct.,	11	2	0
Shirts supplied by Selectmen,	1	10	0
Mary Tucker's bill of attendance,	9	0	0
Nathaniel Haskell for coffin,	3	15	0
Gloucester Dalton acct.,	33	0	0
Joshua Riggs acct.,	3	0	0
Jonathan Griffin's acct.,	1	10	0
William Davis acct.,	11	0	9
	<hr/>		
	£132	13	9

The Gloucester Dalton, whose account above called for 33 pounds, probably was a black, and may have been the one referred to by Babson, in writing of the Ellery family—John Ellery, son by the first William, a sea captain, who in his will provided for the giving of freedom to his negro man servant named Gloucester. Possibly his pay may have been for watching.

Two other cartels, other than the above noted, landed their passengers at Gloucester, one being piloted into Annisquam harbor, under stress of weather, by one of the Gloucester prisoners on board. The other landed her men at the old town landing, foot of Washington street, and it is claimed that so weak were some of the men that they made their way from the vessel on hands and knees, assisted by their friends. No list of these men have been preserved.

A fourth cartel, having on board Capt. Coas of privateer Stark fame, was lost, as supposed, while but a few hours out of Halifax, with all on board, including a number of Gloucester men.

—*George E. Merchant in Gloucester Daily Times, Jan. 11, 1907.*

LETTERS WRITTEN BY BENJAMIN WADLEIGH
OF SALISBURY, MASS., IN 1810-1813.*

Leith Scotland July 5th 1810

Dear Friend and Parent tis with the Greatest anxiety that I Now take my Pen in hand to inform you that I am well hoping with the blesing of God that you enjoy a perfect State of health.

We are Now laying in Leith Roads we ware boarded by one of his Magestys damd Benevolent men of war who had the politeness to tak Capt. Swasey on board and endorse the Brigs Redgester which prevented us from proceeding to Tonnengen whether we Shall go to Liverpool or discharge here I dont Now we have some hopes of going to Gotting Burg we expect to have Letters from Londn to Morrow by the time that Capt Swasey Rote for information how long we shall be on the Voyages I cant tel But I hope Not long for the time seems to be long Since I took My leve of you in such haste the moste that troubles me is to think that it was not in my power to leeve you better provided for then I did Call on Mr Coffin for Goods or money as much as you want if it is all that is due to me dont want for any thing while I can ern enough for you for I get my living whare I do my work if Mr Coffin wont let you have what you want get what you want [torn] present But Remember me to all enquiring Friends and Relations William Morril more preticular

Benjamin Wadleigh your afectnate
Husband

Barbadoes Febuary 7th 1813

Dear Wife and Hounred Parent

I take this as a faverible opportunity To inform you that I am well hoping these few Lines will find you the

*The originals are now in the possession of Elwell Noyes of Salem.

Same with the Blessing of God you must make your Selfs as easy as possible and Consider that it is the fortune of war that has Plased me here we ware taken by the Surprise Frigate January 16th one man kiled belonging to Marblehead and Mr foot of Newburyport Lost his Leg all the rest well and in Good Spirits we are locked up at night and have the Liberty of a fine Yard a Days as prouision we have as Good as I expected thair is three or four hundred prisoners here abought 50 will be Sent as I here Home in a Small Cartea no more at Present Remember me to all inquiring Friends and relations

Benjm Wadleigh[h]

[on reverse] We toock three prises one Brig one Ship and Schooner ordered the Brig and Schooner to france and the Ship to America.

Salisbury Oct 30 1813

Sir

by your Letter you Desired me to call and Se you at 3 ocločk conserning my gone Gunner of the Fox but as I am busy I Cant make it Convient as I Cannot take a Cruse this winter as I am Short of Cloathes my being taken Last Cruse Stript me of Cheafe of my Clothes and I Cannot Replac them at present for the want of Money you know that I Cannot Leave home withot Leaving Some thing to Suport my familly and our prise money Dont become Due this Some time which makes it verry Difficult for me to Leave Home or I Shold be verry happy to except the offer

your Cousin

B Wadleigh

John Colbey
Salisbury.

IPSWICH VOTERS IN 1673.

Febru: 18: 1673 A list of y^e names of those persons
y^t wee of the comittee apprehend haue liberty of voatinge
in town affaires according to law:

Major Gen ^{ll} Denison	Mr Jn ^o Cogswell
Mr Cobbet	Edw ^d Colburne
Mr Will hubbard	Rob ^t Day
Elder Payne	Jn ^o Denison Sen ^r
Mr Jn ^o Roggers	Jn ^o Dane Sen ^r
Cap ^t Jn ^o Appleton	Mr Epps
M ^a jor Sam ^{ll} Appleton	Nath ^{ll} Emerson
Corp ^{ll} Jn ^o Andrews	Philip fowler Sen ^r
Corp ^{ll} Jn ^o Addams	Reginall foster Sen ^r
Nath ^{ll} Addams	Jacob foster
Nehemiah Abbot	Joseph felowes
Arthur Abbot	Ensig ⁿ french
Daniell Bosworth	Tho ffrench
John Brewer Sen ^r	Abram fitts sen ^r
Tho Borman	Reginall Foster Jun ^r
Edm ^d Bridges	Isaac fellowes
Serg ^t Belcher	Ephraim fellowes
Henery Benit	Isaac foster
Ensign Burnum—	Abram foster
Tho Burnum —	Deacon Goodhue
Edw ^d Brag ~	Will Goodhue
Moses Bradstreet	Tho Giddings
John Burnum Sen ^r	Joseph Goodhue
Jn ^o Caldwell	Mr Rich ^d hubbard
Serg ^t Clarke	Dan ^{ll} hovey Sen ^r
Corp ^{ll} Tho Clarke	Sam ^{ll} hunt Sen ^r
Tho Clarke : mill	Dan ^{ll} hovey Jun ^r
Rob ^t Cross sen ^r	Georg hadlye
Mr Will Cogswell	Will howlet
Jn ^o Choat	Jams how Sen ^r

James how Ju ^r	Will Story Jun ^r
Nehemy Juett	Simon Stace
Jn ^o Juet	Will Smith
Sam ^{ll} Ingalls	M ^r Will Simonds
Nath ^{ll} Jacob	M ^r Tuttle
Tho Jacob	Nath ^{ll} Tredwell
Jn ^o Knolton Sen ^r	Tho Varny
Jn ^o Kemball	M ^r Jona th Wade
Deacon Knolton	Rob ^t Whitman
Rob ^t Kinsman	Obadiah Wood
Dan ^{ll} Killam Sen ^r	M ^r Wainewright Sen ^r
Tho Lull	M ^r Jn ^o Wanewright
Rob ^t lord Sen ^r	Dan ^{ll} Warner Sen
Rob ^t lord marsh ^{ll}	Nath ^{ll} Warner
Jn ^o Laiton	Cap ^t Jn ^o Whipple
Tho Louell	Esaiah Wood
Edw ^d Lumas	James White
John Lamson	Will White
Tho Medcalfe	Necolas Wallis
John Newmarsh sen ^r	Corp ^{ll} Jn ^o Whipple
Deacon Pengry	Twifirel* West
Aaron Pengry Sen ^r	Nath ^{ll} Wells
Quart ^r M ^r perkins	Rich ^d Walker
Sergt Perkins	Joseph Whipple
Jacob Perkins Ju ^r	Sam ^{ll} yongloue Sen ^r
Abram Perkins	Sam ^{ll} yongloue Ju ^r
Anthony Potter	Tho loe
Sam ^{ll} pool	M ^r Theophi Wilson
Sam ^{ll} perly	Nath ^{ll} Rust
M ^r Samuel Roggers	Simon Chapman
Walter Roper	M ^r Will Norton
M ^r Smith	M ^r Tho Andrewes
Rich ^d Smith	Joseph Quilter
Will Story Sen ^r	

Subscribed p^r me Moses Pengry Sen^r by the Consent & in the name of the Rest of the Comittee.

Essex Institute MS. Colls., Ipswich MSS.

*Twiford?

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